



Community Values

Authentic

Connected

Accountable

Bold

Town Council

5-year Goals:

- ☞ *Approach community challenges through active collaboration and public engagement.*
- ☞ *Accommodate growth in a way that maintains our rural feel.*
- ☞ *Enable people who live and work here to thrive.*
- ☞ *Retain the unique character and traditions of Crested Butte.*
- ☞ *De-emphasize cars and focus on walking, biking, and transit.*
- ☞ *Continue to passionately care for our natural surroundings and forever protect Red Lady.*
- ☞ *Act on the urgency of climate change and prepare for the changes we expect from it.*

Critical to our success is an engaged community and knowledgeable and experienced staff.

AGENDA

Town of Crested Butte Regular Town Council Meeting Town Council Chambers 507 Maroon Ave; Crested Butte, CO Monday, March 3, 2025

Meeting information to connect remotely:

<https://us02web.zoom.us/j/81234077341>

Join via audio: +1 719 359 4580 US +1 253 205 0468 US +1 669 444 9171 US +1 305 224 1968 US +1 309 205 3325 US +1 360 209 5623 US +1 386 347 5053 US +1 507 473 4847 US +1 564 217 2000 US +1 646 931 3860 US +1 689 278 1000 US
Webinar ID: 812 3407 7341

Public comments may be submitted at any time to the entire Council via email at towncouncil@crestedbutte-co.gov.

The times are approximate. The meeting may move faster or slower than expected.

6:00 WORK SESSION

1) Readiness for Electric Vehicle Plan Mt. Crested Butte/Crested Butte (REV Plan) Updates.

Staff Contact: Sustainability Coordinator Dannah Leeman Gore

6:40 2) Annual Review of Traffic Calming and Parking Management.

Staff Contact: Special Projects Troy Russ and Interim Community Development Director Mel Yemma

7:00 REGULAR TOWN COUNCIL MEETING CALLED TO ORDER BY MAYOR OR MAYOR PRO-TEM

7:02 APPROVAL OF AGENDA

7:03 CONSENT AGENDA

1) February 3, 2025 Regular Town Council Meeting Minutes.

Staff Contact: Town Clerk Lynelle Stanford

2) Selection of WRAP Contractor.

Staff Contact: Public Works Director Shea Earley

3) (First Reading) Ordinance No. 2, Series 2025 - An Ordinance of the Crested Butte Town Council Amending the Crested Butte Municipal Code, Adding Chapter 18, Article 5.5 and Adopting by Reference the Colorado Model Electric Ready and Solar Ready Code, and Amending Sections of Chapter 18 to Make Consistent with the Colorado Model Electric Ready and Solar Ready Code.

Staff Contact: Special Projects Troy Russ and Building Inspector Astrid Matison

4) Gunnison County and CO-135 Comprehensive Safety Plan Adoption.

Staff Contact: Special Projects Troy Russ

5) Residential Solid Waste Provider Selection.

Staff Contact: Public Works Director Shea Earley and Sustainability Coordinator Dannah Leeman Gore

The listing under Consent Agenda is a group of items to be acted on with a single motion. The Consent Agenda is designed to expedite Council business. Council members may request that an item be removed from Consent Agenda prior to the Council's vote. Items removed from the Consent Agenda will be considered under New Business.

7:05 PUBLIC COMMENT

The public has the opportunity to comment during the public comment period at the beginning of every regular Council meeting. At this time people may speak for up to five minutes on any topic that is not on the agenda. The Mayor may limit public comments to no more than three minutes if it appears there will be many comments on a similar topic. The public comment period is a time for the Council to listen to the people. Council generally should not engage in a two-way conversation at this time nor should the Council feel compelled to respond to the comments. If Council chooses to discuss or take action on a subject brought up during Public Comment that discussion should be held at the end of the Council meeting under "Other Business to Come Before the Council."

7:10 STAFF UPDATES

7:15 LEGAL MATTERS

7:20 NEW BUSINESS

1) Recap on Paradise Park Workforce Rental Housing Lottery of January 22nd, 2025.

Staff Contact: Housing Director Erin Ganser

8:00 2) GCEA Presentation on the Oh Be Joyful Solar Array.

Staff Contact: Sustainability Coordinator Dannah Leeman Gore

8:30 3) Appointment of a Council Member to PROST Plan Advisory Committee. 2
Staff Contact: PROST Director Janna Hansen

8:42 **COUNCIL REPORTS AND COMMITTEE UPDATES**

8:45 **OTHER BUSINESS TO COME BEFORE THE COUNCIL**

8:50 **DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE**

- Monday, March 17, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, April 7, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, April 21, 2025 - 6:00PM Work Session - 7:00PM Regular Council

9:00 **ADJOURNMENT**



Staff Report
March 3, 2025

To: Mayor and Town Council

Prepared By: Dannah Leeman Gore, Sustainability Coordinator

Subject: Readiness for Electric Vehicles Plan Mt. Crested Butte/Crested Butte (REV Plan) Updates

Summary:

The purpose of this work session is for Town Council to provide feedback on the most recent draft of the Readiness for Electric Vehicles Mt. Crested Butte/Crested Butte Plan (hereto referred to as the REV Plan), formerly titled the “North Gunnison Valley Electric Vehicle Readiness and Infrastructure Plan”, following suggested revisions from Crested Butte’s Town Council meeting on Dec. 2, 2024, Mt. Crested Butte’s Dec. 17 Town Council meeting, and stakeholder input.

Background:

What is a REV Plan?

The “Readiness for Electric Vehicles Plan Mt. Crested Butte/Crested Butte”, or REV Plan, is a guiding, strategic document that outlines goals and strategies to support an expected increase in regional and visitor EV adoption and inform planners of data points such as: anticipated EV adoption over time, public charging utilization rates and origin of EV drivers, barriers to adopting EVs, strategies to accommodate EV drivers and EV infrastructure, and potential funding sources. The purpose and goals of this plan are:

- **Purpose:** “...to complement regional low-carbon transportation strategies and align with a “park once, then walk, roll, bus, or bike” mentality that is supported by robust public transit services and bicycle infrastructure. However, the reality of living in or visiting mountain communities is that, sometimes, a vehicle is necessary. The purpose of this plan is to ensure that when driving a vehicle is unavoidable, our communities will have the infrastructure, policy, and knowledge to allow that vehicle to be all-electric.”
- **Goal:** The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado’s ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

Why is the Town participating in this plan?

Marketing and sales of electric vehicles are increasing. Despite the federal administration change and sudden policy shifts, the state of Colorado has a 2023 Colorado Electric Vehicle Plan that includes a target of 940,000 light duty EVs on the road by 2030. Additionally, the Colorado Clean Cars standard, enacted in 2023, requires that EVs must make up 82% of dealer lots by 2032. In the third quarter of 2024, 28% of all new light-duty vehicles sold in Colorado were EVs (Colorado Auto Dealers Association, October 2024).

In November of 2023, the Town of Mt. Crested Butte (“Mt. Crested Butte”) approached the Town of Crested Butte (the “Town”) to engage in a joint, “North Valley” Electric Vehicle (EV) Readiness Plan, as Mt. Crested Butte was preparing to identify both fleet electrification and public charging strategies for their jurisdiction.

The Town of Crested Butte has two strategic goals in existing plans that support the jurisdictional collaboration of this plan:

- **2019 Climate Action Plan:**
 - o “Increase electric vehicle (EV) adoption through education, charging stations, and prioritized parking”
- **Transportation Mobility Plan (TMP):**
 - o “Incentivize electric vehicle chargers at trip origins”
 - o “Provide space for future public charging needs”

The Town already has an established ethos and strategy for addressing traffic and electric vehicles in our community through the TMP. More broadly, the Town is seeking to retain a “park once” environment, meaning that if someone drives here, the hope is that folks may walk, bike, bus, or roll to additional destinations. The TMP also instructs the town to consider incentivizing EV charging infrastructure at “origin” destinations to facilitate home or short-term rental charging rather than dedicating public space and funding to installing additional chargers, as at-home charging is likely to dominate EV charging needs in the future. Mt. Crested Butte is an “origin” destination for Crested Butte. Many of our visitors, who drive a significant portion of EV traffic in the northern Gunnison valley, stay in Mt. Crested Butte during their visit. Staff felt it was critical and prudent to collaborate on a regional strategy to address the forecasted increase in EV traffic and meet the unique needs of the northern Gunnison valley rather than risk the two communities having widely different EV approaches.

Previous Council Action:

Crested Butte Town Council (Dec. 2):

During the Dec. 2 Crested Butte Town Council work session, Council members shared the following feedback on the draft EV Readiness Plan:

- Concerns around:
 - o EV infrastructure needs – Council asked staff to reframe recommendations and provide metrics that support GCEA informing the region when more charging infrastructure may be necessary.
 - o The definition of “underserved communities” and how the plan intends to address this population.

- The possible costs of facilitating jurisdictional events and outreach.
- A desire to see acknowledgement the shift in federal administration and change in possible funding opportunities.
- Consideration for how code changes can support fractional car ownership, or “car-sharing”.
- Asked staff to rethink recommendations or timelines on transitions to electric busses.
- Consider how we address EV home charging incentive programs for those who may not have the right place to park (i.e, garage or private parking)
- Recommendation to shorten the plan where possible

Mt. Crested Butte Town Council (Dec. 17)

During Mt. Crested Butte’s regular Town Council meeting on Dec. 17, 2024, Council shared the following feedback:

- Also discussed GCEA taking the lead and providing metrics on when more infrastructure is needed due to low charging utilization in the area.
- Requested additional metrics for tracking success and more Mt. Crested Butte specific recommendations for infrastructure and fleet electrification
- Supportive of at-home and “origin” strategies and recognized the importance of STRs and lodging adopting more charging infrastructure.
- Wanted to see stronger recommendations around Level 3 charging (also known as “DC Fast Charging”) in anticipation that this type of charging will become more popular.
- Recommendation to shorten the plan where possible

REV Plan Mt. Crested Butte/Crested Butte Updates:

Based on Town Council feedback from both jurisdictions, stakeholder feedback, and staff recommended revisions to the REV plan, staff worked with Brendle Group, the plan consultant, to incorporate the following changes:

- While the plan still estimates the likely amount of public charging needed to support local EV owners by 2030, it very clearly calls out that the region will work with GCEA to inform the communities when more public EV charging infrastructure is needed. Easily trackable metrics have been identified (p. 21), such as:
 - **Peak Demand** - the percentage of plugs that are in use during the one hour of highest usage in a year’s time
 - **Growth Rate:** the growth of EV adoption and/or charger utilization
 - **EV Driver Feedback:** increases in comments about lower charger availability and long wait times via popular EV driver applications
- Actions were reframed to be more opportunistic, and no implementation timeline is indicated. Rather, key metrics will be evaluated as needed to inform implementation with a heavy reliance on GCEA to inform the jurisdictions when more charging could be necessary.
- Recommendations on regional electric carshare and how code updates could support fractional car ownership are now included under the “Electrified Mobility (M) section (p. 28).
- Outreach and education strategies focus on partnership opportunities rather than standalone outreach.

- Questions framed around “underserved communities” were reframed into the question: “how does this increase charging access for the community?” (**Appendix D**).
- Action details deemed more relevant for implementation staff were appended into **Appendix E. Action Details**. This shortened the REV Plan body to 36 pages.
- Staff conducted a community survey regarding EV ownership and adoption. A summary of these results are now incorporated into the “Understanding Existing and Potential EV Drivers in the Region” section of the plan body and in **Appendix B. Community and Stakeholder Engagement**.

Climate Impact:

EVs improve local, street-level air quality because of their low-to-no tailpipe emissions. The decrease in emissions from EV conversion and EV charging will continue to compound as Tri-state continues to reduce carbon emissions with electricity generation to 2030.

Financial Impact:

The total cost of this project is \$38,839.50. The Towns received grant funding in the amount of \$28,877.00 through the CEO Local Government Electric Vehicle Readiness Planning Grant program. The remaining \$9,962.5 match requirement is shared equally between the two jurisdictions at \$4,981.25 each. Implementation costs will be evaluated as EV projects are identified through this plan and other regional planning efforts.

Recommendation:

Council members should review the “Readiness for Electric Vehicles (**REV**) Plan Mt. Crested Butte/Crested Butte” (attached) and utilize the work session to provide ask additional questions or provide comments on the plan so staff may make final modifications before proposing adoption.

Attachments:

- Draft “Readiness for Electric Vehicles (REV) Plan Mt. Crested Butte/Crested Butte”

Readiness for Electric Vehicles (REV) Plan

Mt. Crested Butte/Crested Butte

January 2025



ACKNOWLEDGEMENTS

This REV Plan was developed in partnership with the Towns of Mt. Crested Butte and Crested Butte and many stakeholders. Special thanks to all who contributed to the development of this regional plan:

Town of Mt. Crested Butte

Nicholas Kempin, Mayor
 Steve Morris, Mayor Pro Tem
 Alec Lindeman, Town Council Member
 Roman Kolodziej, Town Council Member
 Valeda Scribner, Town Council Member
 Bruce Nation, Town Council Member
 Bobbie Sferra, Town Council Member
 Bobby Block, Maintenance Supervisor
 Carlos Velado, Town Manager
 Emily Sharan, Deputy Finance Director
 Heidi Sheldon, Short Term Rental Officer
 Jeff Smith, Capital Projects Manager
 Leah Desposato, Community Development Coordinator
 Karl Trujilo, Finance Director
 Neal Starkebaum, Community Development Director
 Shannon Hessler, Planner II

Town of Crested Butte

Ian Billick, Mayor
 Mallika Magner, Mayor Pro Tem
 John O'Neal, Town Council Member
 Anna Fenerty, Town Council Member
 Beth Goldstone, Town Council Member
 Gabi Prochaska, Town Council Member
 Kent Cowherd, Town Council Member
 Jason MacMillan
 Astrid Matison, Building Official

Connor Beard, Public Works Operations Manager

Dannah Leeman, Sustainability Coordinator
 Erin Ganser, Housing Director
 Kevin MacNamara, Fleet Manager
 Shea Earley, Public Works Director
 Troy Russ, Community Development Director

External Project Stakeholders

Alantha Garrison, Gunnison County Electric Association (GCEA)
 Alliy Sahagun, GCEA
 Matt Feier, GCEA
 Bill MacFarlane, Crested Butte Mountain Resort
 Billy Morgan, Crested Butte Mountain Resort
 Heather Leonard, Crested Butte/Mt. Crested Butte Chamber of Commerce
 Jeff Moffett, Gunnison Crested Butte Tourism and Prosperity Partnership
 Jeremy Herzog, Mountain Express
 JohnRyan Lockman, Vail Resorts
 Scott Truex, Gunnison Valley RTA

Project Consultants:



Thank you to the community members who participated in the process through the survey and the "Frunk or Treat" event.

This REV Plan was funded in part through a planning grant awarded by the Colorado Energy Office.



COLORADO
 Energy Office

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EXECUTIVE SUMMARY

About This Plan

The Towns of Mt. Crested Butte and Crested Butte are preparing for increased electric vehicle (EV) adoption and charging demand in the North Gunnison Valley.

The Towns are home to approximately 2,500 residents, and Crested Butte alone welcomes over 260,000 visitors each year. In addition to visitors from across the state, the U.S. and the world, 96% of Mt. Crested Butte's workforce and 88% of Crested Butte's live outside the towns and commute in for work (U.S. Census Bureau, 2024). While there are high rates of biking, walking and transit use among residents within the towns, most people travel by car to enter and leave Crested Butte (Town of Crested Butte, 2024). Preparing for and supporting the transition to EVs while maintaining a focus on low-carbon, multimodal transportation will be critical to meeting greenhouse gas emissions (GHG) and transportation goals established by the two towns.

In 2024, the Towns of Mt. Crested Butte and Crested Butte collaborated with key stakeholders to develop this joint plan as a roadmap for EV readiness for their jurisdictions. This plan was funded from the Colorado Energy Office and will help the Towns of Mt. Crested Butte and Crested Butte (the Towns) lead the region in EV readiness.

Purpose




This plan was created to complement regional low-carbon transportation strategies and align with a "park once, then walk, roll, bus, or bike" mentality that is supported by robust public transit services and bicycle infrastructure. However, the reality of living in or visiting mountain communities is that, sometimes, a vehicle is necessary. The purpose of this plan is to ensure that when driving a vehicle is unavoidable, our communities will have the infrastructure, policy, and knowledge to allow that vehicle to be all-electric.

Goal




The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado's ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

This plan does not explicitly recommend investment in public charging in the near term. Instead, the Towns will monitor EV charger utilization, coordinate with Gunnison Valley Electric Vehicle Association (GCEA), and use industry standards to build infrastructure as demand grows.

EV Baseline

November 2024	November 2024	November 2024
		
162 registered EVs in Mt. CB and CB ZIP codes	24 public charging plugs in Mt. CB and CB ZIP codes serving residents and visitors	161,948 registered EVs in Colorado

EV Forecast

2030 Forecast	2030 Forecast	2030 Forecast
		
400 – 600 registered EVs in Mt. CB and CB	35 public charging plugs to meet anticipated demand in Gunnison County for residents*	580,000 – 940,000 registered EVs in Colorado

*Note this does not include charging for visitors or down-valley commuters

Plan Development and Engagement Process

This REV plan was driven by stakeholder input and designed to identify strategies that address both shared and individual priorities of Mt. Crested Butte and Crested Butte. Stakeholders were engaged throughout the development of this plan through facilitated workshops, town staff meetings, a community-wide public survey, and community events.

EV Readiness Strategies and Actions

The following strategies and actions were identified for Mt. Crested Butte and Crested Butte. The Towns will collaborate on implementation while prioritizing the actions and approaches best suited to their individual communities.





Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Actions:

- Action C1. Educate homeowners about EV charging
- Action C2. Energize multifamily property owners/managers to install EV chargers
- Action C3. Engage lodging and rental property owners
- Action C4. Increase short-term rental EV charging infrastructure

Lower Priority Actions:

- Action C5. Encourage employers to install workplace charging
- Action C6. Explore renewable energy integration with EV chargers



Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Actions:

- Action O1. Partner on EV informational campaigns and events
- Action O2. Collaborate on EV tourism marketing

Lower Priority Actions:

- Action O3. Engage dealerships and auto shops
- Action O4. Engage private fleets to explore fleet electrification



Electrified Mobility (M)

Encourage regional electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Actions:

- Action M1. Explore the opportunity for regional electric carshare
- Action M2. Continue support for Towns' micromobility strategies

Lower Priority Actions:

- Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit
- Action M4. Explore feasibility for electrifying school bus fleet



Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Actions:

- Action P1. Keep current on EV ready requirements to provide regional leadership
- Action P2. Clarify permitting process for EV charging

Lower Priority Actions:

- Action P3. Examine pricing structure best practices for public charging
- Action P4. Evaluate EV parking enforcement need

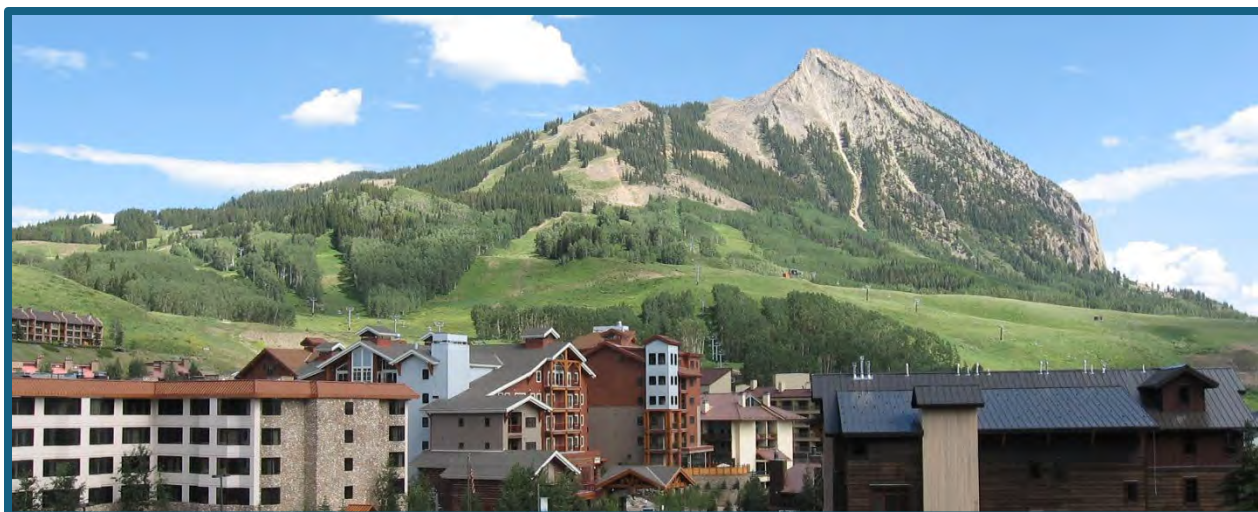


Leading by Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Actions:

- Action L1. Crested Butte continues to provide leadership with electrifying Town fleet
- Action L2. Mt. Crested Butte fleet EV pilot
- Action L3. Mt. Crested Butte fleet electrification plan
- Action L4. Mt. Crested Butte provides EV training for staff
- Action L5. Install public charging at Mt. Crested Butte public facilities



INTRODUCTION

Electric vehicle (EV) adoption is increasing in Colorado and across the U.S., and this transition will play an important role in reducing the greenhouse gas (GHG) emissions and air quality impacts of vehicle transportation. This plan identifies strategies to ensure that Mt. Crested Butte and Crested Butte are prepared for the transition to EVs and ready to demonstrate leadership and support for vehicle electrification in a way that aligns with existing transportation priorities and is informed by EV charging utilization in Mt. Crested Butte and Crested Butte.

EV Readiness Plan

This plan develops an understanding of the current and potential future EV market, aligns regional priorities, and identifies strategies that will prepare the Towns of Mt. Crested Butte and Crested Butte for increased EV adoption among residents and visitors. To be “EV ready” the Towns of Mt. Crested Butte and Crested Butte, will need to develop infrastructure, programs, and policies that meet the current and future needs of EV drivers within the context of existing low-carbon transportation priorities. This plan is intended to guide collaborative EV action for the Towns of Mt. Crested Butte and Crested Butte and to inspire EV adoption within the region.

Preparing for increased EV drivers will require close collaboration between the Towns of Mt. Crested Butte and Crested Butte, Gunnison County Electric Association (GCEA), and other regional transportation partners. The development of this plan was led by a core Project Management Team formed of representatives from both towns.

The overarching goal and the prioritized strategies outlined in this plan were developed collaboratively over several months by the Project Management Team and a group of key stakeholders in the region (see the Acknowledgements for a full list of those involved). Over the course of two workshops and two fleet specific meetings, the team worked together to share information and identify opportunities specific to each Town's unique characteristics. The process also gained insights from the community through a Frunk-or-Treat EV event and EV survey (See **Appendix C. Community and Stakeholder Engagement** for details).

Why Plan for Electric Vehicles

The Towns of Mt. Crested Butte and Crested Butte recognize the contribution of EVs to reducing air pollutants and greenhouse gas emissions within the broader low-carbon transportation landscape and are committed to preparing and planning for the increasing number of EV drivers in Colorado and the region.

Shift in Vehicle Market

The EV market is shifting, especially in the light-duty (sedan and SUV) sectors. Many car makers are committing to transitioning to EVs from internal combustion engines (ICEs) in the next 10 to 15 years. Some of the major automakers that have made these commitments include General Motors (Wayland, 2021), Ford (Ford, 2021), Volkswagen (Huff, 2023), Volvo (Volvo, 2021), and Honda (Capparella, 2021). More available models and manufacturing at scale will likely make EVs more accessible and affordable.

The transition to zero-emission vehicles (ZEV) is a significant shift for the automotive industry. This market change will impact consumers and influence purchasing behaviors. Communities must respond and adapt to meet an electrified future and identify opportunities to support the associated infrastructure needs.

State and Federal EV Policies and Incentives

The State of Colorado is supporting the accelerated electrification of cars, buses, and trucks and has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030. The Colorado EV Plan includes targets to reach nearly 100% of a light-duty market share by 2050, transition 100% of medium- and heavy-duty vehicles to zero emission vehicles and expand the usage of electric micromobility and shared transportation options (State of Colorado, 2023).

Colorado has funding, policies, and programs in place to support its overarching EV goals and targets and recent data indicates that these goals are having an impact. During the third quarter of 2024, 28% of all new light-duty vehicles sold in Colorado were EVs (Colorado Auto Dealers Association, October 2024).

At the time of this plan's development, federal efforts also encouraged zero-emission transportation options. Through the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), funding is available for building out a robust public charging network and tax credits are available for clean vehicles of all sizes. See **Appendix B. Existing Policies, Programs, Incentives, and Funding** for more details about State and Federal programs available at time of plan development.

~28%

*Percent of all new light-duty vehicles sold in
Colorado in Q3 2024 were EVs*

Local Environmental Benefits

Mt. Crested Butte and Crested Butte have developed policies and programs to deemphasize personal vehicle use and prioritize low-carbon alternative transportation. While there are high rates of biking, e-biking, walking, and transit use among residents, most people travel by car to enter or leave Crested Butte, (Town of Crested Butte, 2024). In addition to over 260,000 visitors each year entering the valley, 96% of Mt. Crested Butte's workforce and 88% of Crested Butte's live outside the towns and travel in for work (U.S. Census Bureau, 2024).

This REV Plan will prepare the region to maximize the benefits of electrified transportation in the context of broader transportation priorities and encourage drivers to choose electric when a vehicle is required.

Improve Air Quality

The transportation sector produces pollutants such as particulate matter, nitrogen oxides, carbon monoxide, and volatile organic compounds which are harmful to respiratory health. All-electric vehicles and plug-in hybrids (PHEVs) produce zero tailpipe emissions when operating in all-electric mode (U.S. Department of Energy, 2021). The reduction of emissions improves public health and air quality and is especially impactful for those who are walking or rolling near streets, for example, along the 6th street corridor in Crested Butte or along the recreation path in Mt. Crested Butte.

Reduce Community Greenhouse Gas Emissions

The International Panel on Climate Change (IPCC) states that “electric vehicles powered by low-emissions electricity offer the largest decarbonization potential for land-based transport, on a life cycle basis” (IPPC, 2022).

Transportation is one of the largest sources of greenhouse gas (GHG) emissions in Colorado (Colorado Department of Public Health and Environment, 2023). While transportation sector only accounts for 13% of community GHG emissions for Mt. Crested Butte (**Figure 1**) and 7% for Crested Butte (**Figure 2**), people who work and visit the region may be driving long distances to reach the area, creating emissions that are not accounted for in local inventories. In Gunnison County, where commuter emissions are captured in their GHG inventory, transportation accounts for almost 30% of emissions (One Valley Leadership Council, 2020). **Table 1** compares the vehicle emissions for Mt. Crested Butte, Crested Butte, and Gunnison County.

Table 1. Percent of Vehicle Transportation GHG Emissions for Mt. Crested Butte, Crested Butte, and Gunnison County

Type of Emissions	Mt. Crested Butte	Crested Butte	Gunnison County
Vehicle Transportation	13%	7%	29%

The electric utility service in the North Valley, Gunnison County Electric Association (GCEA), continues to diversify its energy portfolio by adding renewable resources. GCEA's 2024 Strategic Plan has a commitment to 80% renewable energy by 2030 and a carbon intensity reduction of 90% compared to a 2015 baseline (Gunnison County Electric Association, 2023), (Tri-State Generation and Transmission Association, Inc., 2020). In September 2024, GCEA and the Uncompahgre Valley Water Users Association completed construction of the Taylor River

Hydro project (Crested Butte News, 2024). As electric generation emissions continue to decline with changes in generation sources, the resulting EV emissions will also decrease.

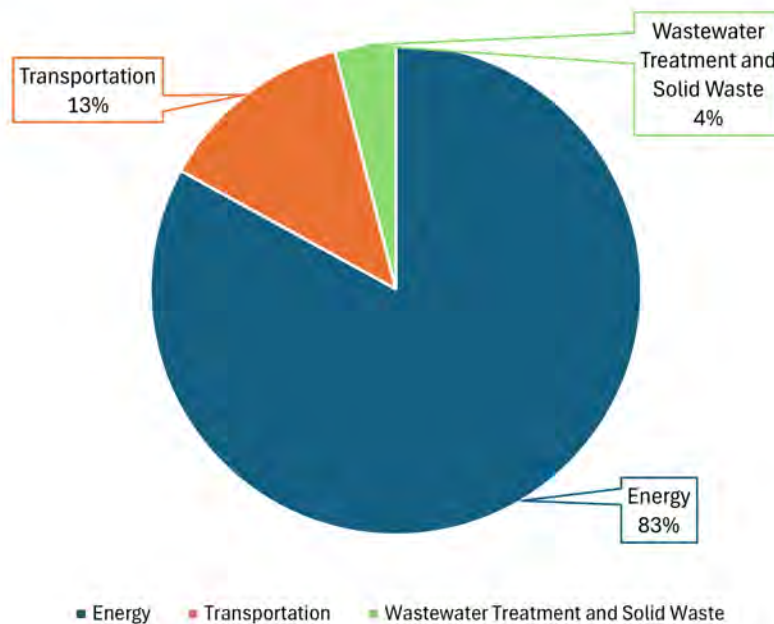


Figure 1. Town of Mt. Crested Butte 2022 Greenhouse Gas Emissions

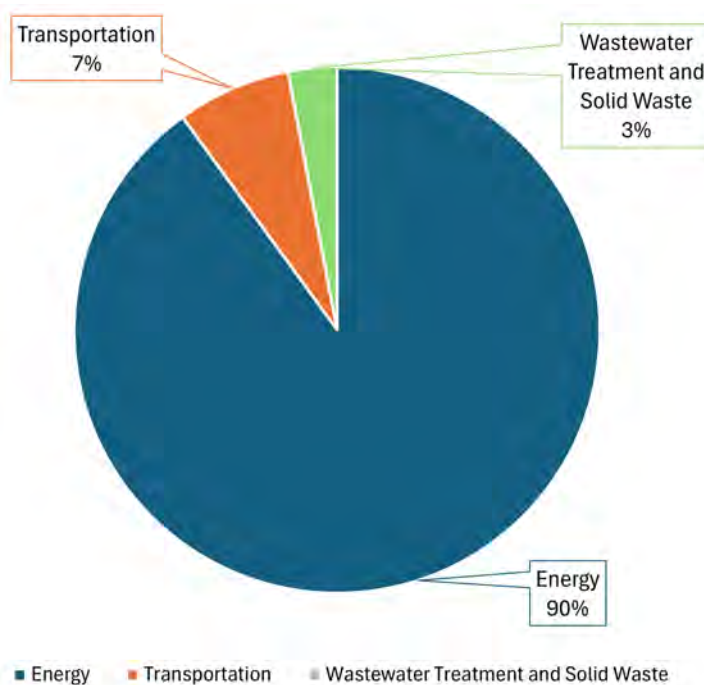


Figure 2. Town of Crested Butte 2022 Greenhouse Gas Emissions



REGIONAL TRANSPORTATION AND/OR DECARBONIZATION GOALS

Planning and preparing for electric vehicles in the North Gunnison Valley will support established transportation and climate change goals at the local and regional level. This plan is designed to complement and reinforce many existing plans and efforts already in place throughout Mt. Crested Butte, Crested Butte, and the broader Gunnison Valley.

Town of Mt. Crested Butte

The Town of Mt. Crested Butte has a history of prioritizing environmental stewardship and transportation through several connected planning efforts:

2021 Strategic Plan

Mt. Crested Butte's Strategic Plan includes environmental stewardship as a guiding principle and community goal. The plan also identifies regional transit collaboration and infrastructure as strategic goals and identifies the following actions:

- Begin installing EV charging stations and work with partners to apply for grants
- Assess electric and alternative energy vehicles for Town use

2023 Master Plan

In 2023, the Town of Mt. Crested Butte developed a Master Plan to complement the Strategic Plan and act as an advisory document to guide decision making for the community to achieve its vision and goals. The action-oriented plan includes goals and strategies related to sustainability and climate planning and includes a policy to expand electric vehicle charging infrastructure throughout town to support EVs through several actions such as policy, charging at Mt. Crested Butte facilities, and a fleet transition. The Master Plan also includes robust transit and transportation analyses to aid in comprehensive transportation planning for the future.

2030 Climate Action Plan

In 2024, the Town of Mt. Crested Butte began developing a 2030 Climate Action Plan to identify strategic and community-specific goals and actions. The transportation section of the plan has a goal to reduce vehicle miles traveled (VMT) in the town limits by continuing to expand access to transit, electrify transportation, and increase and maintain walking and biking infrastructure.

Town of Crested Butte

The Town of Crested Butte Community Compass was created in 2022 to serve as the community's North Star, designed to help decision makers negotiate the community's most pressing challenges in a strategic and coordinated way. The Compass established Crested Butte's core values and laid the foundation for a series of interconnected plan updates, including the Crested Butte Community Compass, Transportation Mobility Plan, and Climate Action Plan.

Community Compass

The Community Compass ("Compass") is the Town of Crested Butte's comprehensive plan, which guides, integrates, and aligns the Town's regulations, investments, and services with the values of the Crested Butte Community. The Compass sets seven strategic goals, three of which mainly address environmental, climate, and transportation impacts:

- Goal #5: Deemphasize cars and focus on walking, biking, rolling, and transit
- Goal #6: Continue to passionately care for our natural surroundings and forever protect Red Lady
- Goal #7: Act on the urgency of climate change and prepare for the changes we expect from it

Transportation Mobility Plan (TMP)

The [TMP](#) is a roadmap that identifies actions to help the Town of Crested Butte meet its goal of deemphasizing cars and focusing on walking, biking, rolling, and transit over the next 20 years. The plan describes Crested Butte's existing mobility conditions, identifies key transportation challenges, and outlines an implementation plan. The TMP includes actions to integrate land use and transportation planning, increase alternative modes of travel, and reduce parking supply to set up the town's future in a way that de-emphasizes cars and creates a more walkable, safer community.

2030 Climate Action Plan (CAP)

The 2030 CAP was developed in 2024 to identify goals and actions the Town of Crested Butte will take to reduce its greenhouse gas emissions contributing to climate change. While the CAP determined that transportation only accounts for 7% of Crested Butte's community GHG emissions, the plan identifies Low Carbon Transportation as a key area of opportunity for reducing emissions both within and beyond town limits. The CAP draws on the TMP to identify three key strategies for advancing Low Carbon Transportation:

1. Improve transportation choices
2. Manage parking supply
3. Integrate land use and transit

Gunnison County

In July 2021, the County adopted the Gunnison Valley Climate Action Plan which provides a pathway to 50% emissions reduction by 2030 from the 2015 baseline. A 2015 GHG inventory revealed that 29% of countywide emissions were due to surface travel, with 22% associated with gasoline vehicles and 7% with diesel vehicles. The inventory report also included a forecast of emissions changes to 2030 and identified that surface travel is projected to increase by over 22% from 2015 to 2030. By 2030, surface travel could account for as much as 32% of countywide GHG emissions without changes.

Reducing vehicle emissions in Gunnison County will therefore be critical to achieving the Gunnison Valley Climate Action Plan's goals.

Transit Service

The Gunnison Valley RTA provides year-round transportation services to and from the Gunnison-Crested Butte Regional Airport, provides transit services between the north and south ends of the Highway 135 corridor, and provides senior transportation services in Gunnison County. In July of 2024, the Colorado Department of Transportation (CDOT) was awarded about \$1.5 million in funding from the Federal Transit Administration (FTA) for new buses to expand Gunnison Valley RTA's fleet. These buses will improve access and mobility for riders by increasing service frequency and eliminating gaps in the route network. While the new buses will not be electric, the RTA is considering studying the feasibility of adding zero-emission buses to the fleet.

Mountain Express provides ground transportation between Crested Butte and Mt. Crested Butte, including ski buses and micro-transit, ensuring easy access to the ski area and transit center for residents and visitors. Mountain Express is also assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study underway at the time of the writing of this plan.

Vail Resorts

Vail Resorts currently manages 16 private EV chargers for guests staying in the Lodge at Mountaineer Square and the Grand Lodge in Mt. Crested Butte. Vail Resorts and Crested Butte Mountain Resort (CBMR) will continue to be partners with the Towns in the installation of EV charging infrastructure in the base area of CBMR, in collaboration with the Town of Mt. Crested Butte, when there is a need for additional skier parking EV charging infrastructure.



EV MARKET: CURRENT DEPLOYMENT AND FORECASTED GROWTH

Overview of National and State EV Market

EV adoption is accelerating nationwide and in Colorado. In the second quarter of 2024, EVs represented almost 10% of new light-duty sales in the nation. EV registrations are above 10% in ten U.S. states including Colorado (Alliance for Automotive Innovation, 2024).

Analysts at the National Renewable Energy Laboratory (NREL) have made EV projections across the country. EVs could account for 30-42 million light-duty vehicles on the road by 2030 (National Renewable Laboratory, 2023). Colorado recently overtook California as the top state adopting EVs. In the third quarter of 2024, EVs accounted for 25.3% of new cars sold or leased in Colorado (Northeast States for Coordinated Air Use Management, 2024). From January to September 2024, 23% of new cars registered were EVs (Colorado Automobile Dealers Association, 2024). **Figure 3** shows the increase in yearly EV registrations in Colorado since 2010, with a rapid acceleration in adoption since 2021.

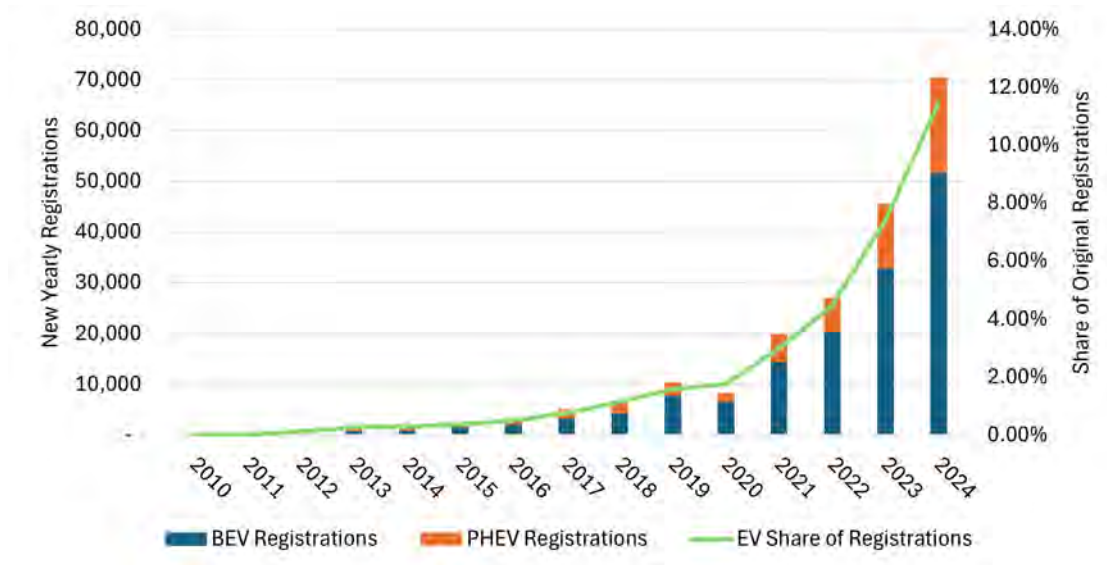


Figure 3. BEV (Battery Electric Vehicle) and Plug in Hybrid Vehicle (PHEV) registrations and share of vehicle registrations in Colorado as of December 2024 (Atlas Public Policy, 2024).

EV adoption in the U.S. has followed a predictable adoption curve. The State of Colorado used E Source market research to estimate adoption curve phases and align with Colorado EV plan targets (E Source and Colorado Energy Office, 2020).

Colorado is no exception to this trend. EVs now make up about 25% of new cars sold or leased in Colorado. The state is currently in the “mainstream market” phase, with the early majority segment actively adopting EVs (**Figure 4**). State market research shows this segment seeks simple, convenient solutions, diverse EV models, and widespread charging infrastructure. In 2024, there were over 70 EV models to choose from in Colorado (State of Colorado, 2024) and charging has become more familiar and available with over 5,500 charging plugs in Colorado (State of Colorado, 2024).

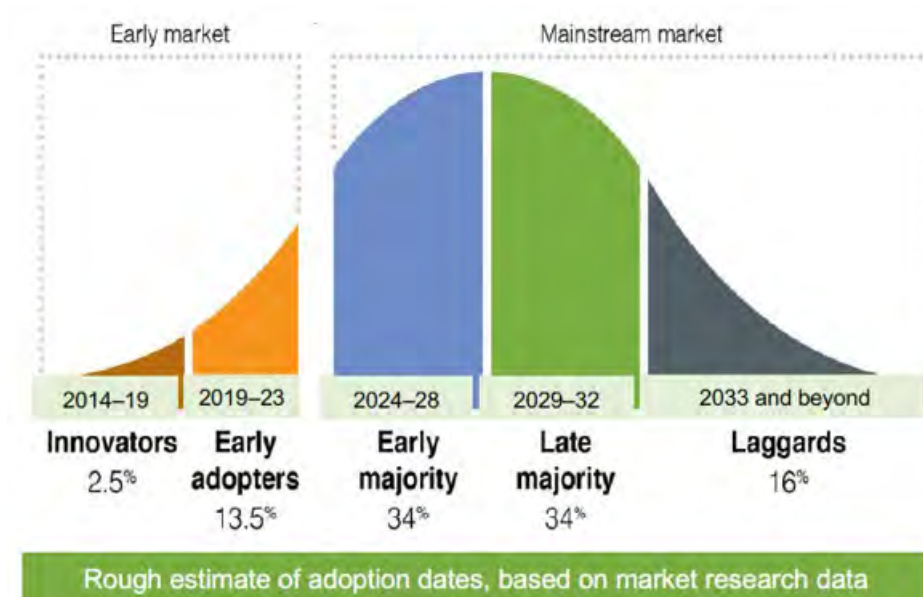


Figure 4. EV Adoption Timeframes for Colorado (E Source and Colorado Energy Office, 2020)

Understanding Existing and Potential EV Drivers In the Region

Regional EV Market

This Plan includes the Towns of Mt. Crested Butte and Crested Butte which over 2,500 year-round residents call home. Gunnison County received 705,900 visitors in 2023 coming from Denver, Colorado Springs/Pueblo, Grand Junction/Montrose, and Dallas/Fort Worth (Gunnison Crested Butte Tourism and Prosperity Partnership, 2024). With most visitors entering the region by car, communities in the valley are preparing to support an increasing number of EVs.

EV Adoption

More residents in Mt. Crested Butte and Crested Butte are purchasing and registering EVs. In 2016 there were 5 EVs registered in ZIP codes 81224 and 81225 in both towns. Through November 2024, there were 162 registered EVs or about 2.5% of all light-duty vehicle registrations (**Figure 5**).

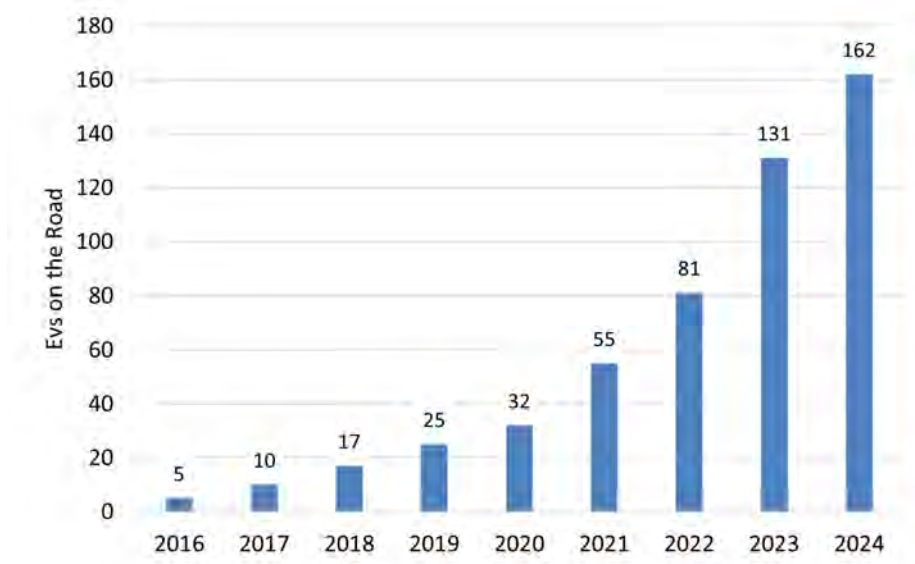


Figure 5. EVs on the Road in Mt. Crested Butte and Crested Butte ZIP Codes 81224 and 81225 through November 2024 (Atlas Public Policy, 2024)

The Towns solicited feedback from the community through an EV survey to inform this plan (n=51). Responses varied across interest in EVs. Thirty-one percent of respondents indicated they would either plan to get an EV or consider an EV as their next vehicle. Twenty-two percent of respondents already owned an EV (**Figure 6**). These responses show possible interest and potentially increased EV adoption from local drivers. Respondents also indicated that range anxiety, availability of all-electric options to meet driving needs, and cold weather performance of EVs as reasons not to purchase an EV, which could explain why the EV adoption rate in the North Gunnison Valley is slightly lower than the state average (**Figure 7**). See **Appendix D. EV Fact Sheets** for information that address some of these concerns.

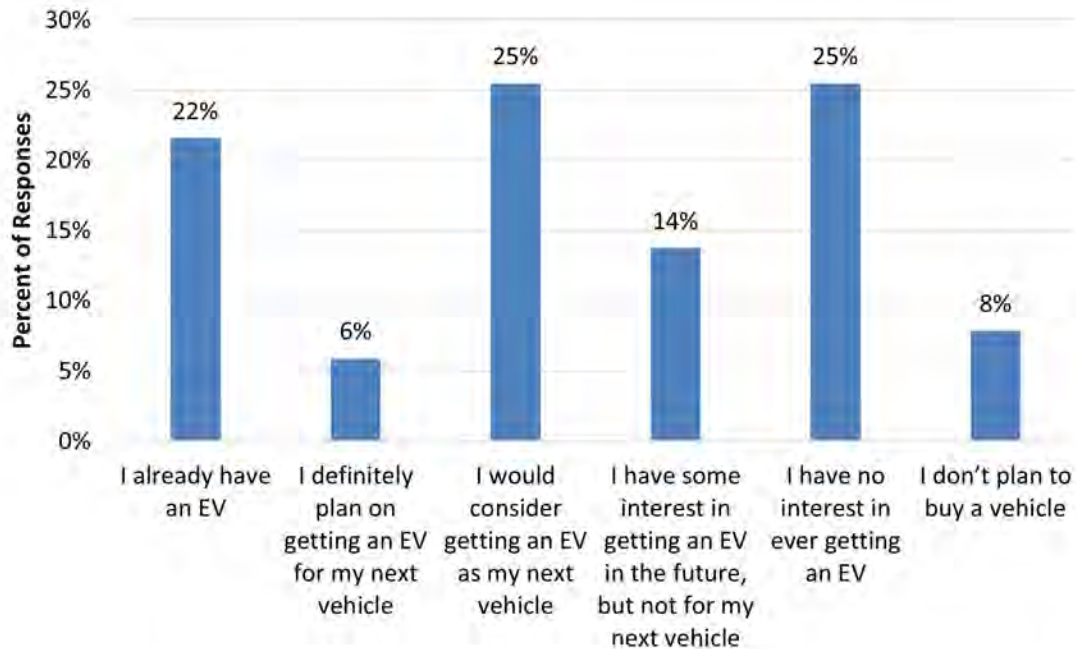


Figure 6. Likelihood Respondent's Next Car Will Be an EV

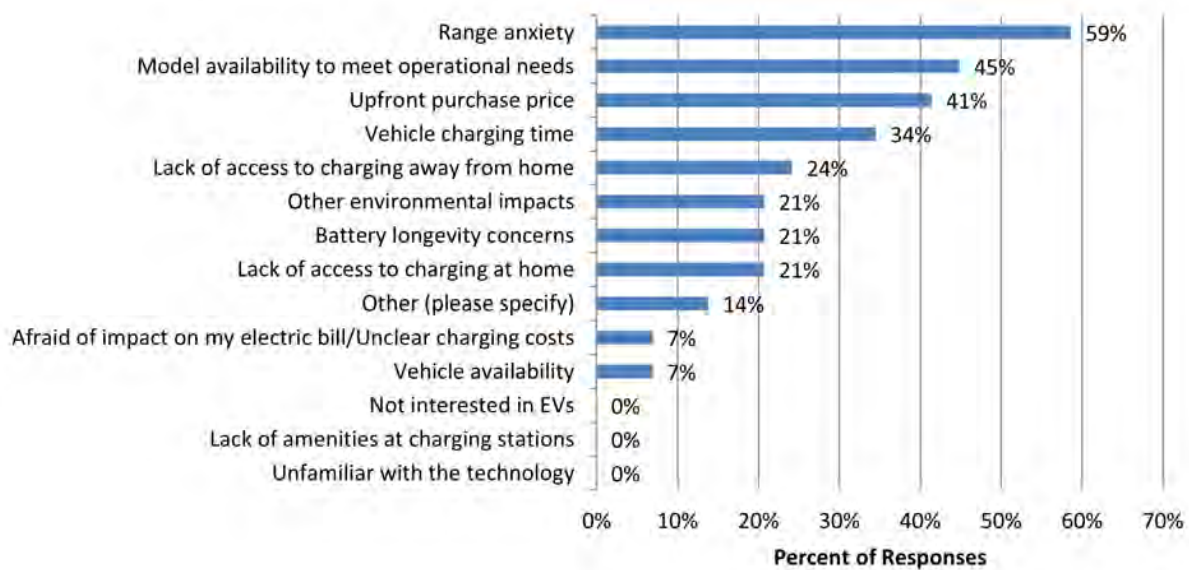


Figure 7. Key Factors that Prevent Getting an EV

Using the State's EV goal and scaling down based on population and number of registered vehicles in the Towns, by 2030 the State forecasts that approximately 10% of registered vehicles in the Towns could be EVs, or approximately 400 and 600 EVs (Navigant, 2019).

Additionally, EV adoption is rising statewide, and the region can expect to see an increase in the number of visitors driving EVs. EV drivers visiting the valley will need access to charging during their stay.

EV Charging Infrastructure

As of November 2024, there were 24 publicly available EV charging plugs (22 Level 2 plugs and 2 direct current fast charging (DCFC) plugs) within ZIP codes 81224 and 81225 and 16 stations available for visitors at lodging and hotels in Mt. Crested Butte (Atlas Public Policy, 2024).

Figure 8 and **Figure 9** show existing public EV chargers in Mt. Crested Butte and Crested Butte. The region's electric utility, Gunnison County Electric Association (GCEA), has installed and operates several charging locations across the region (GCEA, 2024).

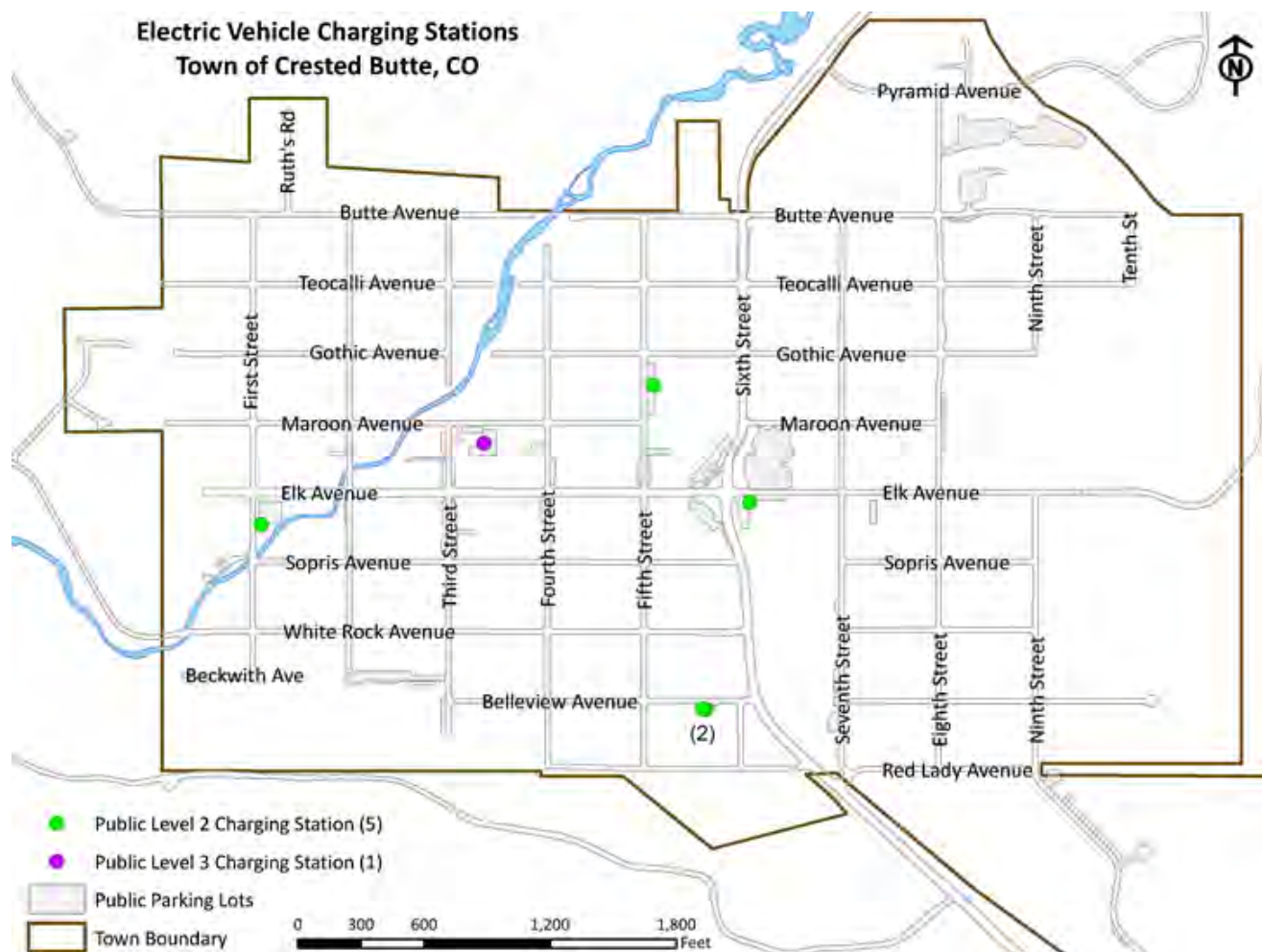


Figure 8. Map of EV chargers in Crested Butte as of November 2024 (Town of Crested Butte)

“Recognizing that EV charging infrastructure is the first step to increasing EV adoption by reducing range anxiety, GCEA has actively been involved in citing viable locations and installing EV charging equipment in the Crested Butte/Mt. Crested Butte area for almost ten years. Our goal was to locate parking lots with sufficient electric infrastructure and plentiful parking spots to accommodate multiple drivers charging at a time while spacing out charger locations throughout the area to fill in charging gaps. With continued low station utilization, GCEA is satisfied with the current number of public EV charging stations we have installed but will continue to monitor use and partner with Town jurisdictions to discuss further growth opportunities.”

- GCEA Statement on Public Charging Infrastructure for the Region

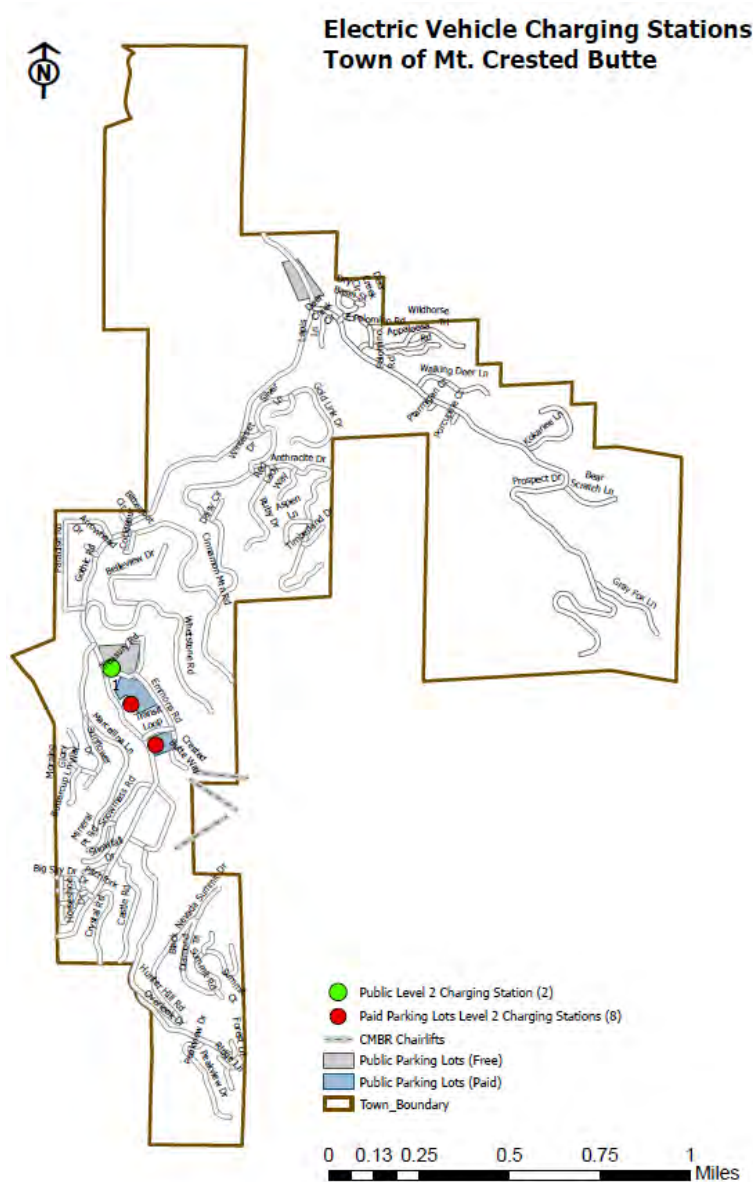


Figure 9. Map of EV chargers in Mt. Crested Butte as of November 2024 (Town of Mt. Crested Butte)

Public charging utilization has been low to date with an average annual utilization of about 1.5%. The top three highest utilized chargers have been the chargers in Crested Butte at 1st Street and Elk Avenue, and 6th Street and Elk Avenue. GCEA would like to see utilization increase before building more public infrastructure. They indicated they would monitor the following metrics to assess when more charging infrastructure might be needed:

- Peak Demand: the percentage of plugs that are in use during the one hour of highest usage in a year's time
- Growth rate: the growth of EV adoption and/or charger utilization
- EV Driver feedback: increases in comments about lower charger availability and long wait times via popular EV driver applications

A 20% charging utilization rate would likely indicate that the community or visitors could experience significant wait times for chargers, and more charging could be necessary (PwC, 2021). Preparing for some redundancies in infrastructure is important. The Town's should also prepare for chargers being out of service which could impact charging wait times. Charging operators can monitor charger utilization and this can inform when more charging may need to be installed. More details are in the **Charging Infrastructure** strategy section.

GCEA would like to see utilization increase before building more public infrastructure.

While public charging is the most visible type of charging, it is not the bulk of charging infrastructure. At a regional scale, origin charging, including at rental homes, visitor lodging, and short-term rental (STR) units will be a critical component to meeting charging needs. Workplace charging can also support EV charging access for those who commute into Mt. Crested Butte or Crested Butte from Gunnison or other areas. Other potential charging locations could include destinations that support residents, employees, and visitors such as retail, recreation, or community gathering locations.

Gunnison County is projected to need about 202 home, workplace, and public EV charging plugs by 2025 and 792 plugs by 2030. These numbers are drawn from an infrastructure study by the State of Colorado that supports the goal of reaching 940,000 EVs on the road by 2030 and scaled to Gunnison County based on population and vehicle registration data (International Council on Clean Transportation, 2021). A significant portion of EV charging is expected to happen while an EV driver is parked at home, so most plugs will be needed in homes (714 plugs, referenced in **Table 2**), compared to an anticipated 35 public plugs in Gunnison County (**Table 2**). The estimated charging plugs for Gunnison County indicate the need for charging along travel corridors such as along US 50, SH 135, SH 149. The study did not indicate any DCFC in areas not along corridors.

As of 2024, the State of Colorado is currently on track to meet its 2030 EV goal. While Gunnison County falls behind the rest of Colorado in EV adoption rates, in registrations on a percentage basis, many Gunnison County visitors come from other Colorado towns where EV adoption is higher. Therefore, in addition to origin charging, it is possible that the Towns could need additional charging infrastructure that outpaces Gunnison County's adoption because of increasing visitors driving EVs.

Table 2. Estimated charging plugs needed in Gunnison County to support the state's goal of reaching 940,000 EVs by 2030 (International Council on Clean Transportation, 2021)

Year	Home	Workplace	Public level 2	DCFC non-corridor	DCFC corridor	Total number of plugs
2025	179	11	8	0	4	202
2030	714	43	25	0	10	792



EV READINESS GOAL

The Towns of Mt. Crested Butte and Crested Butte have set the following goal for this plan:

The Towns of Mt. Crested Butte and Crested Butte will lead by example in advancing electric vehicle readiness and align with Colorado's ambitious EV goals. The Towns will prepare for widespread EV adoption by improving the accessibility and convenience of EV ownership and use for community members, fleets, and visitors. EV readiness efforts will be implemented in a way that complements regional low-carbon transportation strategies and meets the unique needs of the North Gunnison Valley.

This plan does not explicitly recommend investment in public charging in the near term. Instead, the Towns will monitor EV charger utilization, coordinate with Gunnison County Electric Association (GCEA), and use industry standards to build infrastructure as demand grows.



ACTIONS FOR SUPPORTING EV ADOPTION

The subsequent sections outline twenty-three EV readiness actions prioritized for implementation, grouped into five core strategies. These actions were developed through analysis of current and projected EV adoption, charging needs, and stakeholder input. High-priority actions lay the foundation for growing EV adoption and infrastructure, while lower-priority actions may require more resources, collaboration, or have less immediate need. As the EV landscape evolves, the Towns can adjust priorities to seize new opportunities, resources, or adapt to changing adoption and infrastructure demands.

Core Strategies and EV Readiness Actions



Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Actions:

- Action C1. Educate homeowners about EV charging
- Action C2. Energize multifamily property owners/managers to install EV chargers
- Action C3. Engage lodging and rental property owners
- Action C4. Increase short-term rental EV charging infrastructure

Lower Priority Actions:

- Action C5. Encourage employers to install workplace charging
- Action C6. Explore renewable energy integration with EV chargers



Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Actions:

- Action O1. Partner on EV informational campaigns and events
- Action O2. Collaborate on EV tourism marketing

Lower Priority Actions:

- Action O3. Engage dealerships and auto shops
- Action O4. Engage private fleets to explore fleet electrification



Electrified Mobility (M)

Encourage regional electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Actions:

- Action M1. Explore the opportunity for regional electric carshare
- Action M2. Continue support for Towns' micromobility strategies

Lower Priority Actions:

- Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit
- Action M4. Explore feasibility for electrifying school bus fleet



Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Actions:

- Action P1. Keep current on EV ready requirements to provide regional leadership
- Action P2. Clarify permitting process for EV charging

Lower Priority Actions:

- Action P3. Examine pricing structure best practices for public charging
- Action P4. Evaluate EV parking enforcement need



Leading by Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Actions:

- Action L1. Crested Butte continues to provide leadership with electrifying Town fleet
- Action L2. Mt. Crested Butte fleet EV pilot
- Action L3. Mt. Crested Butte fleet electrification plan
- Action L4. Mt. Crested Butte provides EV training for staff
- Action L5. Install public charging at Mt. Crested Butte public facilities



Charging Infrastructure (C)

Access to convenient and affordable EV charging infrastructure is critical to supporting EV adoption across the region. The most convenient and cost-effective charging is at home including multifamily residences or other overnight destinations, such as short-term rentals or hotels. Therefore, origin charging, which includes charging at homes, visitor lodging, and short-term rental units is an important priority. Workplace charging supports employees charging at their workplace, supports longer-distance commuters, or those who may not have access to home charging.

In the Towns' EV survey, six out of 10 respondents who were decision-makers for businesses, organizations, or multifamily buildings or lodging in Mt. Crested Butte or Crested Butte said financial incentives would encourage them to install EV charging. Costs, including installation and maintenance, were also key reasons against potentially installing EV chargers.

See **Appendix C. Community and Stakeholder Engagement** for more details.

Public charging stations are critical to ensuring charging access for several community groups: commuters, visitors, and those without access to home charging, such as multifamily residents, renters, or those without access to parking that accommodates an EV charger. EV charging stations provide convenient spaces for those who need to charge their vehicle while they are away from home or are visiting. They are also a visible indicator of a community's EV commitment and can help to reduce "range anxiety" by assuring those considering an EV that charging is easily available.

The Towns currently have ample public charging for the number of local or visiting EV drivers, and any additional public charging will be informed by the utilization rate of the existing public charging. GCEA will support the Towns in looking at peak demand, or (the percentage of plugs in use during the peak hour of the year). Additionally, GCEA can monitor the growth rate of EV registrations and/or charger utilization to project the time when more charging is needed. GCEA can also monitor increases in comments about lower charger availability and long wait times via popular EV driver applications, which could also indicate a need for additional charging infrastructure.

In coordination with GCEA, charging infrastructure operators, such as ChargePoint, can follow the industry standard noted in the EV Charging Infrastructure section following GCEA's. When a charging location reaches 20% utilization, this can initiate a process to consider where additional charging can be added. At 25% utilization, this can initiate applying for available funding to install additional charging.

Listed are the Charging Infrastructure actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action C1. Educate homeowners about EV charging**
 - Compile and develop resources to educate and inform homeowners and residents about installing EV chargers, the resources available and include a resource that describes the Town requirements for installing an EV charger. This can support an increase in home EV charging access to renters.
- **Action C2. Energize multifamily property owners/managers to install EV chargers**

- Provide targeted outreach and resources to multifamily property owners and managers to support the installation of charging including affordable housing developments.
- **Action C3. Engage lodging and rental property owners**
 - Provide targeted outreach and resources to lodging and rental property owners and managers to support the installation of charging for visitors.
- **Action C4. Increase short-term rental EV charging infrastructure**
 - Increase awareness and target outreach to STR owners about the benefits of installing EV charging at their properties and the resources and incentives available to them such as Crested Butte's cash back program for installing EV charging.
- **Action C5. Encourage employers to install workplace charging**
 - Compile or develop resources through targeted outreach to large employers about installing EV chargers.
- **Action C6. Explore renewable energy integration with EV chargers**
 - While EVs have less emissions compared to gas-powered cars, using renewable electricity to charge the vehicles amplifies the emissions reductions and benefits.



Outreach and Education (O)

Despite Colorado's progress in vehicle electrification, barriers to EV adoption still exist. Some of the most common barriers include a lack of familiarity with products and technology, lack of knowledge of available incentives, higher up-front cost of electric vehicles, and range anxiety (National Renewable Energy Laboratory, 2017). In a 2020 Colorado study, 66% of respondents who drive EVs indicated they have a fear of running out of EV charge before reaching their destinations, even though the typical daily commute for most (80%) is 30 miles or less per day – well within the typical EV charge range (E-Source, 2020). EV education to identify EV charging locations, paired with outreach about state and federal programs, can support increased electrified transportation adoption.

As part of this plan, the Towns made available an EV website and fact sheets on EV ownership. These resources provide a snapshot about EVs in the Towns and provide information about EV charging, available incentives, EVs in cold weather.

Listed are the Electrified Outreach and Education actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action O1. Partner on EV informational campaigns and events**
 - Educate the community, businesses, lodging managers, and visitors about EVs through materials and a dedicated website with resources on incentives, charging locations, and cold-weather driving tips.
- **Action O2. Collaborate on EV tourism marketing**
 - Collaborate with Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) to support the development of materials incorporating EV charging and educational resources into regional tourism marketing efforts.
- **Action O3. Engage dealerships and auto shops**
 - Share information about EV and EV charging incentives with regional auto dealerships so dealers can educate customers from Mt. Crested Butte and Crested Butte about what financial benefits are available locally for cost savings opportunities such as GCEA's EV rebate and the State's financial incentives.
- **Action O4. Engage private fleets to explore fleet electrification**
 - Support and encourage private fleets to assess fleet electrification by providing resources about incentives and opportunities. Gunnison Valley RTA and Mountain Express participated in this planning process. As technology advances and funding is available, fleets such as Alpine Express and Gunnison Watershed School District can be engaged.

Electrified Mobility (M)

Electrified transportation is about more than just transitioning gas-powered vehicles to EVs. Electrified transportation solutions also include electrifying transit and micromobility such as e-bikes. Partnerships with regional transportation and planning entities will be foundational for successful progress in mobility options.

Listed are the Electrified Mobility actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action M1. Explore the opportunity for regional electric carshare**
 - Explore the feasibility of an EV carshare pilot program, potentially serving low-income and/or multifamily households. Mt. Crested Butte, Crested Butte, and Gunnison County's building codes require new construction and major renovations of larger commercial/multifamily units to include the installation of EV chargers. Designating a parking space or two for carshare at multifamily housing would accommodate a shift towards fractional car ownership.
- **Action M2. Continue support for Towns' micromobility strategies**
 - Continue to support strategies identified in existing Mt. Crested Butte and Crested Butte Transportation and Mobility plans that call to deemphasize vehicle driving and encourage more walking, rolling, and biking.
- **Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit**
 - Explore with regional transit partners feasibility, timing, cost, and potential actions to encourage fleet electrification. At the time of writing, Mountain Express is assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study.
- **Action M4. Explore feasibility for electrifying school bus fleet**
 - School buses transport young students who are identified as vulnerable to harmful air pollution impacts. The region can explore the feasibility, timing, cost, and potential actions to electrify the school bus fleet.



Policy (P)

As EV technology evolves and becomes more widespread, policy updates can help reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent. Future policies can include integration of EV considerations into community and regional plans as well as updates to development codes and standards. EV-friendly development codes prepare communities for the EV future and save on costs. The cost to install EV-capable infrastructure during new construction is four to six times less expensive compared to retrofitting the building (Southwest Energy Efficiency Project, Accessed October 2024). As more communities across the state explore EV-related policies, regional collaboration can help ensure that policies are consistent and avoid duplication of efforts.

The Town of Crested Butte has led by example and adopted EV charging readiness requirements as part of their 2021 building code update. Additionally, the whole North Valley has either adopted building codes recently, which state law required enforcing the 2021 International Energy Conservation Code (IECC) and the Colorado Model Electric Ready and Solar Ready Code or adopted the EV-ready provision.

Listed are the Policy actions each with a short description. Full action information is found in **Appendix E. Action Details.**

- **Action P1. Keep current on EV ready requirements to provide regional leadership**
 - Ensures that EV charging is integrated into commercial and residential development by assessing EV ready requirement increases in International Code Council (ICC) code.
- **Action P2. Clarify permitting process for EV charging**
 - Clarify the permitting process and requirements for new and existing residential and commercial EV charging through the development of a “how to” guide.
- **Action P3. Examine pricing structure best practices for public charging**
 - There are a variety of pricing mechanisms for EV charging. By exploring best practices, current local practices, federal standards, and opportunities to provide EV charging to the public, Mt. Crested Butte can develop right-sized pricing for Town-owned EV chargers.
- **Action P4. Evaluate EV parking enforcement need**
 - Explore parking enforcement best practices to best meet goals of public charging by establishing desired charging station behavior.



Leading By Example (L)

The Towns can demonstrate their commitment to EV adoption by expanding charging networks, installing public chargers in visible areas, and exploring fleet electrification. Both Towns require EV chargers in new multifamily and commercial buildings with over ten parking spaces.

Crested Butte leads in low-carbon transportation, encouraging walking, biking, and transit while promoting EVs for driving. The Town of Crested Butte offers cash incentives for short-term rental owners to install chargers and provides several parking spaces with GCEA-managed public chargers. Crested Butte is transitioning its 70-vehicle fleet to EVs, focusing on light-duty vehicles like the Ford F-150 Lightning and Chevrolet Silverado, and exploring medium- and heavy-duty options as technology advances and financing becomes available.

Mt. Crested Butte plans to add more public chargers at Town facilities and is developing a fleet electrification plan, with some hybrid vehicles already in use. These actions highlight the Towns' leadership in electrification.

Listed are the Lead By Example actions each with a short description. Full action information is found in **Appendix E. Action Details**.

- **Action L1. Crested Butte continues to provide leadership in adoption of EVs**
 - The Town of Crested Butte will continue to lead the way in fleet electrification as it makes sense operationally and financially.
- **Action L2. Mt. Crested Butte fleet EV pilot**
 - Mt. Crested Butte's fleet pilots one EV and installs an EV charger in the garage to gain a better understanding of EV operations.
- **Action L3. Mt. Crested Butte fleet electrification plan**
 - Mt. Crested Butte will implement a vehicle replacement plan for the light-duty town fleet vehicles as feasible (meets operational needs and cost-effective) and install fleet charging to match the need.
- **Action L4. Mt. Crested Butte provides EV training for staff**
 - As the Town of Mt. Crested Butte begins to implement actions identified in this REV Plan and prepare for fleet adoption, they will need to train fleet staff and first responders to be familiar with electric vehicles and how to work with them.
- **Action L5. Install public charging at Mt. Crested Butte public facilities**
 - Mt. Crested Butte can execute the strategic implementation plan for the prioritized public EV charger installations.



IMPLEMENTATION

Implementation of the REV Plan will require coordination and collaboration between the Towns of Mt. Crested Butte and Crested Butte and key stakeholders who were involved in the planning process. Success will also require involving and engaging residents, workers, and organizations from across the Towns and region. Below is a proposed approach for implementation.

The Towns can review progress regularly toward strategies and adjust for any material changes or updates in technology, policies and the marketplace. The strategies outline a high-level scope. A strategy implementation plan and timeline will need to be developed by the Town's staff, or the responsible EV action team members, to ensure progress toward objectives.

Tracking Progress

To ensure that this plan continues to be implemented, it is recommended that staff track key elements of the plan broken out into larger overall electric vehicle and infrastructure growth and action progress both with quantifiable metrics if appropriate or qualitative information demonstrating contributions. An example of proposed tracking data might include metrics listed below.

Top-Level Metrics

Tracking the high-level metrics in **Table 3** will provide an understanding of the overall action impact. These metrics track against the State's light-duty EV goals. Additionally, these metrics will provide insight into the development of the Towns' EV landscape and can be used to inform course adjustments, if needed.

Table 3. EV adoption and charging metrics

Metric	Data Source
Light-Duty EVs on the road in Mt. Crested Butte and Crested Butte ZIP codes and rate of adoption	Atlas Public Policy EValueCO dashboard
Public charging need based on peak demand, Growth rate of EV adoption and/or charger utilization, and EV driver feedback	GCEA, Atlas Public Policy EValueCO dashboard, and PlugShare
Level 2 and DC fast charging plugs in Mt. Crested Butte and Crested Butte ZIP codes	Atlas Public Policy EValueCO dashboard

Action Level Metrics

The action level metrics in **Tables 4-8** will support tracking plan progress among the Towns, and stakeholders or partners engaged in actions.

Table 44: Actions and corresponding metrics per action for Strategy Charging Infrastructure

Charging Infrastructure (C)

Improve access to convenient and affordable EV charging infrastructure

High Priority Action	Metric
Action C1. Educate homeowners about EV charging	Number of GCEA EV charger rebates at town addresses. Number of electrical permits.
Action C2. Energize multifamily property owners/managers to install EV chargers	Number of multifamily property owners engaged about EV charging. Number of EV charging stations installed at multifamily properties.
Action C3. Engage lodging and rental property owners	Number of lodging and rental property owners engaged about EV charging. Number of EV charging stations installed at lodging and rental properties.
Action C4. Increase short-term rental EV charging infrastructure	Number of STR property owners engaged about EV charging. Number of EV charging stations installed at STR properties.
Lower Priority Action	Metric
Action C5. Encourage employers to install workplace charging	Number of workplaces engaged about EV charging. Number of workplace locations that install EV charging.
Action C6. Explore renewable energy integration with EV chargers	Pilot renewable energy at 1 EV charger location.

Table 55: Actions and corresponding metrics per action for Strategy Outreach and Education



Outreach and Education (O)

Educate about EVs and promotion of tools paired with outreach about programs

High Priority Action	Metric
Action O1. Partner on EV informational campaigns and events	Number of social media post interactions. Number of newsletter subscribers. Number of handouts distributed at events attended. Number of website visits. Number of events. Number of test-drives.
Action O2. Collaborate on EV tourism marketing	Number of visitor-focused resources/materials distributed through visitor-specific channels. Social media post impressions from tourism specific accounts.
Lower Priority Action	Metric
Action O3. Engage dealerships and auto shops	Number of dealerships informed about local incentives. Number of outreach events held for dealerships. Number of EV maintenance trainings.
Action O4. Engage private fleets to explore fleet electrification	Number of fleet operators engaged.

Table 66: Actions and corresponding metrics per action for Strategy Electrified Mobility

Electrified Mobility (M)

Encourage electric transportation solutions such as electric buses, e-bikes, and EVs

High Priority Action	Metric
Action M1. Explore the opportunity for regional electric carshare	Feasibility study completed and regional electric carshare planned by Mountain Express. Carshare program incorporated by Mountain Express as part of the capital improvement program.
Action M2. Continue support for Towns' micromobility strategies	Increase in number of micromobility trips. Increase in miles of travel ways for micromobility options. Micromobility plan incorporated by Mountain Express as part of the capital improvement program.
Lower Priority Action	Metric
Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit	Town discussion held with transit providers. Participation of towns in Mountain Express transit feasibility study.
Action M4. Explore feasibility for electrifying school bus fleet	School District feasibility study conducted and plan for zero emissions fleet established. School District electric bus fleet conversion incorporated as part of the capital improvement program.

Table 77: Actions and corresponding metrics per action for Strategy Policy



Policy (P)

Reduce unnecessary barriers and ensure that infrastructure is safe, accessible, and consistent

High Priority Action	Metric
Action P-1. Keep current on EV ready requirements providing leadership in region	Number of EV ready parking spaces and EV charging stations installed in new construction, tracked through building permits.
Action P-2. Clarify permitting process for EV charging	Average turnaround time for EV charging permit applications. Number of EV charging stations installed via building permits.
High Priority Action	Metric
Action P-3. Examine pricing structure best practices for public charging	Number of charging station sessions and utilization.
Action P-4. Evaluate EV parking enforcement need	Number of complaints about vehicles parking and not charging or staying after the vehicle is charged. Charging station use and utilization data indicating how long vehicles stay after they finish charging.

Table 88: Actions and corresponding metrics per action for Strategy Leading by Example



Leading By Example (L)

Demonstrate the Towns of Crested Butte and Mt. Crested Butte commitment

High Priority Action	Metric
Action L1. Crested Butte continues to provide leadership with electrifying Town fleet	Percent of fleet electric. Number of kWh used. Number of GHG emissions reduced.
Action L2. Mt. Crested Butte fleet EV pilot	Operations performance for 1 EV and 1 Level 2 charger. Number of kWh used. Number of GHG emissions reduced. Cost of maintenance for vehicle and charger.
Action L3. Mt. Crested Butte fleet electrification plan	Percent of fleet electric by a determined date. Number of kWh used. Number of GHG emissions reduced.
Action L4. Mt. Crested Butte provides EV training for staff	Number of staff trained in each department.
Action L5. Install public charging at Mt. Crested Butte public facilities	Number of EV chargers installed for public use to meet needs.

Plan Updates

The REV Plan is intended to function as a living, dynamic document that evolves with technology and changing community needs and priorities. The Towns of Mt. Crested Butte and Crested Butte will regularly evaluate outcomes and will plan to complete a full review and update of the plan as needed so it remains relevant and impactful. Future updates to the REV Plan might include focusing on using renewable energy for EV charging stations, vehicle-to-grid solutions, and increasing EV access to all residents in the region.

APPENDIX A. GLOSSARY OF TERMS

Battery Electric Vehicle (BEV): An all-electric vehicle, fueled by plugging into an external charger, which has no tailpipe emissions. Requires low maintenance costs.

E-Bike: A bicycle with an integrated electric motor used to assist or replace pedaling.

Electric vehicle (EV): A vehicle that uses an electric engine for all or part of its propulsion (including both Battery Electric Vehicles and Plug-In Hybrid Vehicles).

Electric vehicle supply equipment (EVSE): Infrastructure required to support EVs such as chargers, electrical supplies, etc.

Fleet: All the vehicles that are owned or leased by a company, government agency or other business to conduct the operational needs of that entity.

Greenhouse Gases (GHG): Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change by trapping heat. The primary greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Heavy-Duty vehicles: Commercial vehicles over a minimum gross vehicle weight rating (GVRW) of 8,500 lbs.

Hybrid Electric Vehicle (HEV): Vehicles containing both an electric motor and a gasoline engine. The gasoline engine powers a generator that charges the electric motor, and no external battery charger is used.

Internal combustion engine (ICE): Traditional vehicle engine that uses the direct combustion of gasoline, diesel, or other fuels.

Level 1 Charging Station: Uses a standard 120-volt AC outlet and can take 8 to 12 hours to fully charge a depleted battery. Typically used in residential settings.

Level 2 Charging Station: Uses a 220-volt or 240-volt AC outlet and can fully charge a depleted battery in four to six hours. Can be used in both residential and commercial settings.

DC Fast Charging Station: Sometimes referred to as **Level 3** charging stations that can charge a battery to 80% in 20 to 30 minutes using an industrial 480-volt direct current (DC) outlet. Frequently used in settings where the anticipated charge time is limited (e.g., supermarket, gas station).

Light-Duty Vehicles: Passenger cars with a maximum gross vehicle weight rating (GVRW) of 8,500 lbs.

Micromobility: Any small, low-speed transportation device that is non-electrified or electrified including pedal and electric-assist bicycles, scooters, and other small, lightweight, wheeled conveyances.

Origin Charging: EV charging access at homes, visitor lodging, and short-term rental units.

Plug-in Hybrid Electric Vehicle (PHEV): Vehicle containing both an electric motor and a gasoline engine. An external plug is used to fuel the electric motor which is used until the battery is depleted, at which point the gasoline engine takes over.

Utilization Rate: For a single EV charger, a measure of the percentage of time within a specified period that a vehicle is connected to a charging unit and the maximum time should not include periods where the unit is not in service.





APPENDIX B. EXISTING POLICIES, PROGRAMS, INCENTIVES, AND FUNDING

There is a wide range of funding opportunities and incentives to support EVs and their infrastructure. The following sections summarize some key programs, grants, tax credits, and other financial incentives available as of **November 2024** through GCEA, the State of Colorado, and the Federal government. The resources and funding available are subject to change. Visit [Drive Clean Colorado's website](#) for up-to-date information on available federal and state incentives and grant programs.

Federal Programs

The Biden-Harris Administration set a target that 50% of new cars sales in the U.S. will be electric by 2030 (The White House, 2021). To meet this target funding and programs were established in the Bipartisan Infrastructure Law and the Inflation Reduction Act.

Alternative Fuel Vehicle Refueling Property Credit

The tax credit is available to businesses and individuals that place qualified refueling equipment into service between December 31, 2022, and January 1, 2033. As of January 1, 2023, the available credit for each single item on the property is \$100,000 for businesses and \$1,000 for consumers who purchase items for their home. Additional guidelines are outlined by the Internal Revenue Service.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

The Federal Highway Administration offers a competitive grant program from fiscal year 2022 through fiscal year 2026 distributing \$2.5 billion over five years to strategically deploy EV charging infrastructure and other alternative fueling infrastructure projects in urban and rural

communities in publicly accessible locations. This includes downtown areas and local neighborhoods, focusing on underserved and disadvantaged communities.

Clean Heavy-Duty Vehicles Grants and Rebates

The Environmental Protection Agency via the Inflation Reduction Act offers funding to eligible recipients to replace existing non-zero-emission heavy-duty vehicles with zero-emission vehicles, support zero-emission vehicle infrastructure, and to train and develop workers.

Clean School Bus Program

The Environmental Protection Agency offers rebates to eligible school districts to replace older school buses with new, cleaner models.

Diesel Emissions Reduction

The Environmental Protection Agency offers grants and rebates to eligible entities to help them replace or retrofit older diesel-powered vehicles and equipment with cleaner alternatives.

Elective Pay

Tax-exempt and governmental entities can benefit from certain clean energy investment and production credits including, but not limited to, the Alternative Fuel Vehicle Refueling Property Credit, the Clean Vehicle Tax Credit, and the Commercial Clean Vehicle Credit.

EV, Commercial Clean Vehicle, and EV Infrastructure Tax Credits

Up to a \$7,500 credit for new vehicles under 14,000 pounds, and for commercial vehicles above 14,000 pounds (up to \$40,000). EV chargers are eligible for a tax credit of up to 30% of the cost, or 6% in the case of property subject to depreciation (not to exceed \$100,000). Individuals who purchase qualified residential fueling equipment may receive a tax credit of up to \$1,000.

Low or No Emission Grant Program

The Federal Transit Authority offers the low or no emission competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of required supporting facilities.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

To build and repair critical pieces of our freight and passenger road, rail, transit, and port transportation networks. Criteria for innovation include electric vehicles.

State Programs

The State of Colorado has a goal to reach 940,000 light-duty EVs registered in Colorado by 2030 and 2.1 million by 2035. The State also aims to increase the adoption of medium- and heavy-duty (M/HD) zero emission vehicles (ZEVs) to at least 30% of new sales by 2030, and 100% of new sales by 2050 (State of Colorado, 2022). Expanding adoption of electric micromobility and shared options are also included in the State's transportation electrification plan.

Charge Ahead Colorado

The Colorado Energy Office offers a competitive grant program that provides grant funding for community-based Level 2 (L2) and Direct Current Fast-Charging (DCFC) electric vehicle (EV) charging stations. Maximum amounts vary by the power level. Enhanced incentives increase funding support for income qualified multifamily housing and for qualifying entities located in a disproportionately impacted community.

Clean Fleet Vehicle and Technology Grant Program

The Colorado Department of Public Health and Environment offers funding to incentivize and support the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. Includes a portfolio to provide training and development of a clean transportation workforce to support the adoption of clean fleet vehicles for use in motor vehicle fleets.

Colorado EV Tax Credit

Up to a \$5,000 credit for purchase or lease (minimum two-years initial term) of new vehicles with a manufacturer's suggested retail price (MSRP) up to \$80,000. The tax credit amount will begin to decrease on January 1, 2025. Beginning January 1, 2024, Coloradans purchasing an EV with an MSRP up to \$35,000 will be eligible for an additional \$2,500 tax credit.

Community Accelerated Mobility Project (CAMP)

Colorado Energy Office offers funding to develop community-led mobility solutions that meet needs specific to local communities, including flexible funding that includes electric carshare, electric vanpool, community e-bike share, community charging infrastructure, and others.

Direct Current Fast Charging (DCFC) Plazas Program

Colorado Energy Office offers a competitive grant program designed to increase access to high-speed charging in communities and along highway corridors across Colorado. The program offers enhanced incentives for projects located in disproportionately impacted communities, sites incorporating battery storage and for applicants proposing three or more stations along Federal Highway Administration designated EV corridors.

EV Home Charge

The Colorado Energy Office offers a grant to electric cooperative and municipal utilities to develop utility rebates to upgrade electric panels and wiring in residential homes.

E-Mobility Education and Awareness

This Colorado Department of Transportation (CDOT) grant is designed to expand public awareness and education around EVs and increase public understanding of their benefits, capabilities, and availability.

Fleet Zero-Emission Resource Opportunity (Fleet-ZERO)

The Colorado Energy Office offers Colorado's Fleet-ZERO, a competitive grant that supports charging for fleet owners and operators seeking to electrify their vehicles, as well as public and semi-public fleet charging sites and providers offering EV charging as a service to fleets. The

program prioritizes investments in disproportionately impacted communities and enhanced incentives for qualifying entities.

Vehicle Exchange Colorado (VXC) Program

A state rebate program administered by the Colorado Energy Office encourages income-qualified Coloradans to replace high-emitting vehicles with EVs and other low-emitting mobility options. \$6,000 for eligible Colorado residents for purchase or lease of a new electric or plug-in hybrid vehicle, \$4,000 for purchase or lease of a used electric or plug-in hybrid vehicle.

ZEV Workforce Development Grant

This CDOT grant addresses multiple challenges that Colorado and the wider mobility and electrification industry are facing including talent shortages, gaps in new skillsets, and the growing need for training due to technological advances.

Local Incentives

Municipalities, local electric cooperative, or other entities may also offer incentives.

Town of Crested Butte Electric Vehicle (EV) Charger Cash-Back Program for Short Term Rental (STR) Properties

The Town of Crested Butte offers a rebate to property owners with an active Short-Term Rental (STR) business license to support the installation of a Level 2 EV charger.

Town of Mt. Crested Butte E-Bike Rebate Programs

The Mt. Crested Butte E-bike Rebate Program is a sustainability initiative that aims to promote the use of e-bikes as a means of transportation. If you make 100% or less of Area Median Income (AMI) then you may be eligible for rebates between \$1,000 and \$1500.

Gunnison County Electric Association (GCEA)

Gunnison County Electric Association offers their members rebates on electric vehicles, motorcycles, bikes, and utility task vehicles (UTV). They also have an EV charger rebate for residential and commercial customers.

APPENDIX C. COMMUNITY AND STAKEHOLDER ENGAGEMENT

The development of the REV Plan included opportunities for input from key town staff and external stakeholders. This appendix summarizes the results of the following:

- Town staff and external stakeholder workshops
- Mt. Crested Butte fleet staff meetings
- A Halloween-themed Frunk or Treat community EV showcase event
- EV survey

To gain an understanding of the priorities, strategies, barriers, and opportunities related to EV adoption and charging infrastructure in the towns, the Towns of Mt. Crested Butte and Crested Butte identified key stakeholders throughout the process.

Town staff and external stakeholder workshops

Two 90-minute workshops were held with representatives from the Towns of Mt. Crested Butte and Crested Butte and key external stakeholders from Gunnison County Electric Association (GCEA), Crested Butte Mountain Resort, Crested Butte/Mt. Crested Butte Chamber of Commerce, Gunnison Crested Butte Tourism and Prosperity Partnership, Mountain Express, and Gunnison Valley RTA. Attendees are listed in the Acknowledgements.

The objectives of the first virtual workshop were to provide stakeholders:

- A firm understanding of the REV plan process
- A common understanding about the EV baseline for the North Gunnison Valley Region
- Discuss key EV Strategies

The workshop included a presentation which communicated the plan's context, state and federal EV drivers, community characteristics, and the current EV market and existing EV infrastructure. During the presentation there were opportunities to discuss participants' impressions of EVs, to take poll questions about their knowledge, provide time for participants to ask questions and discuss the strategies for the plan.

The objectives of the second virtual workshop were to:

- Review strategies and actions
- Prioritize actions within strategies
- Develop actions plans for prioritized actions

The workshop included a presentation that showed the priorities of strategies and presented actions for each of the strategies. Participants answered polling questions to help prioritize the actions by strategies, first on overall priority and then regarding what might be shorter or longer term. The outcome of that was that the plan strategies should be flexible and able to be implemented as resources and priorities align. The second half of the workshop focused on gathering input for action planning each of the strategies.

Mt. Crested Butte fleet staff meetings

Two discussions with Mt. Crested Butte staff focused on fleet electrification and how the Town can begin to plan a transition to EVs. Engaged staff included representatives from Maintenance, Finance, and capital projects. Discussions helped to gain understanding about the fleet make up and operations as well as potential opportunities and challenges with electrifying the fleet. At the second discussion, Crested Butte Public Works staff attended to share their experience and perspective about what has been successful, and lessons learned in their process. This offered a great peer learning exchange. A pilot EV and charging station became a clear outcome from the discussions in order to better understand and prepare for the needs and operational changes that would be necessary. There was also a strong desire to incorporate training for vehicle and facilities maintenance staff, staff who drive the vehicles, and first responders.

EV ride and drive event

The Towns of Mt. Crested Butte and Crested Butte along with GCEA held a Halloween themed Trunk or Treat EV experience ride and drive event on October 23rd from 2 to 4 p.m. at the Crested Butte Tennis Court parking lot. It was a family-friendly event where attendees dressed in costumes could enjoy test drives, learn about available rebates and tax incentives and learn about the Towns' REV plan. Attendees could also take the community EV survey. Event attendance was high and there were seven survey respondents.

Towns' EV survey

The Towns conducted an EV survey between October 23 and November 29, 2024, to gather insight into perceptions and interest in EVs and charging infrastructure from the perspectives of residents, commuters, visitors and business decision-makers. There were 51 respondents, and the survey results are detailed below.

Forty-three percent of respondents were residents of Mt Crested Butte or Crested Butte and 2% also commuted to work outside of Mt Crested Butte or Crested Butte. About 33% of respondents were visitors, and 22% commute to work in Mt Crested Butte or Crested Butte (**Figure 10**).

When asked about their top two primary modes of transportation, 90% of respondents indicated they drive a personal vehicle and the next top modes were taking the bus (27.5%), cycling (25.5%), and walking (25.5%). Riding an e-bike or e-scooter, a motorcycle, or using a company fleet vehicle were each about 2%, while carpooling was not chosen (**Figure 11**).

Transportation costs per month for most respondents ranged between \$0-\$100 or \$101-300. About 18% spend more than \$300 per month on transportation (**Figure 12**).

Over half of respondents (53%) either own an EV already or are planning or considering getting an EV as their next vehicle, and about 14% were interested in an EV, but not as their next vehicle. While 33% of respondents indicated they didn't want an EV or don't plan to buy a vehicle (**Figure 13**). When asked why not an EV, some indicated their driving habits weren't conducive to an EV, or many gave reasons that are not factually true such as the "production and energy use is extremely harmful to the environment", "the carbon footprint is the same", and "the cost and the environmental impacts of an EV are way higher than using a paid off truck that gets good gas mileage". The production of batteries and EVs and environmental impact are areas for further education for the public.

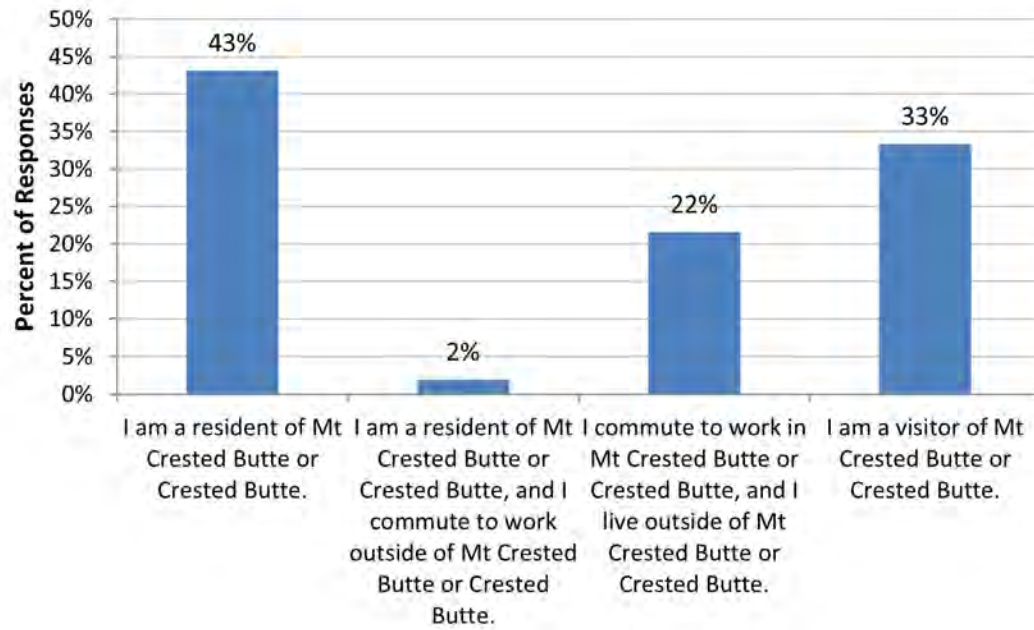


Figure 10. How Respondents Primarily Identified

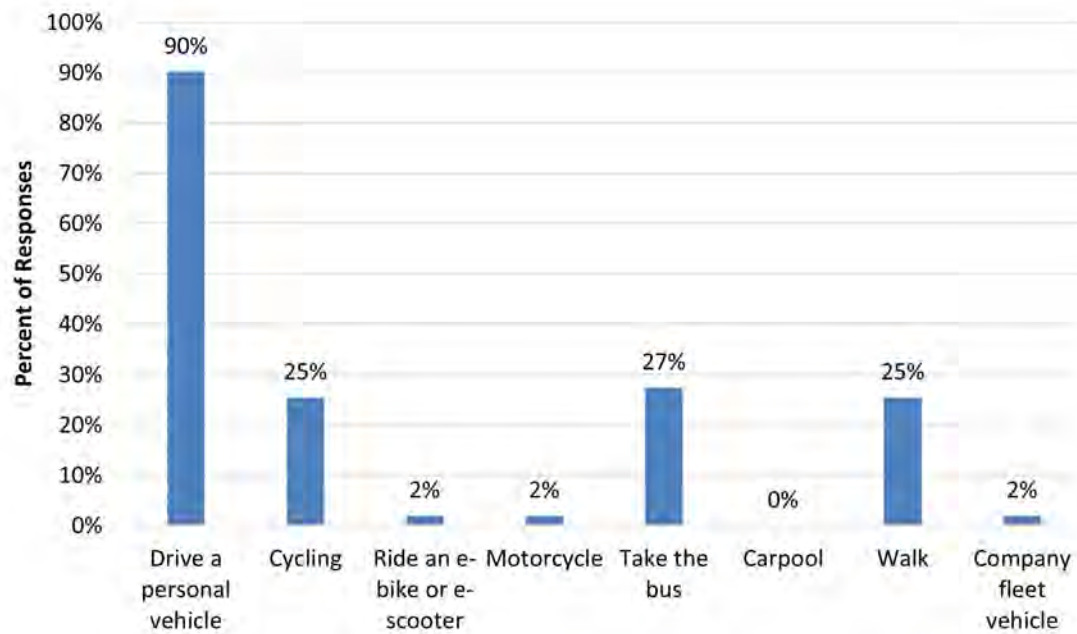


Figure 11. Primary Modes of Transportation

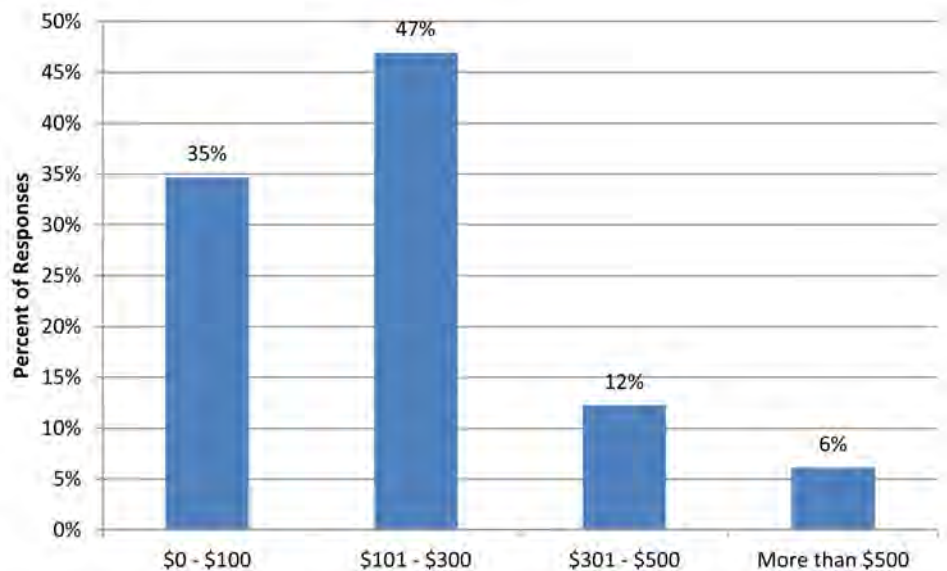


Figure 12. Monthly Budget Spent on Transportation

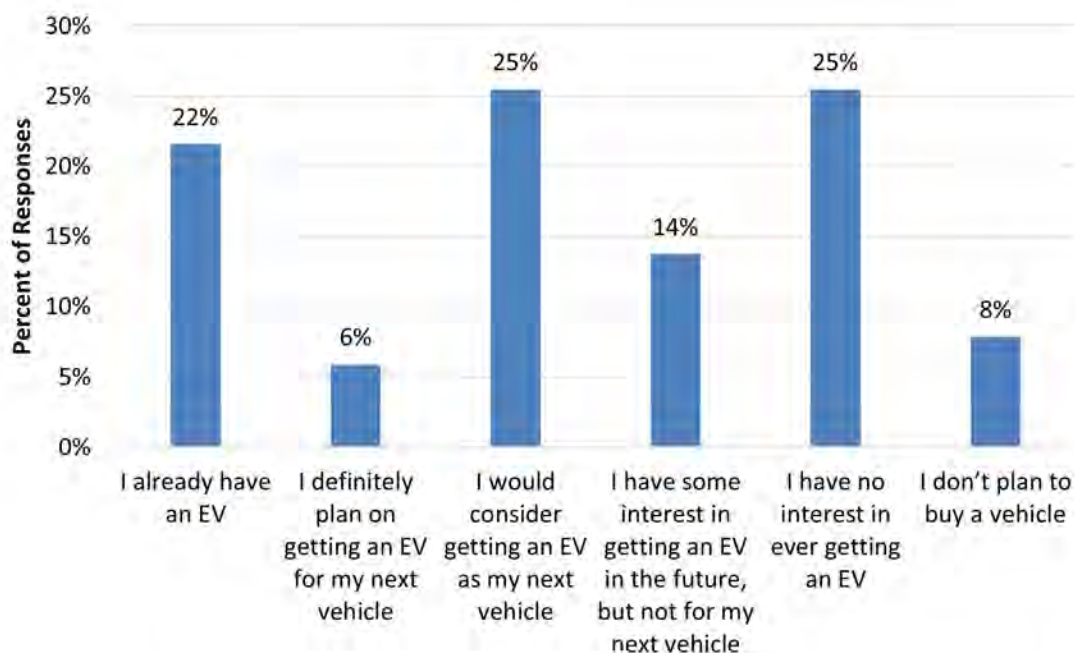


Figure 13. Likelihood Respondent's Next Car Will Be an EV

The top factors that encourage respondents to get an EV are cleaner air and the ability to charge at home. After those, vehicle performance and cost savings from fuel and operations are the next key factors. Other factors include the ability to charge at work or in the community, price parity with a gasoline-powered vehicle, and incentives to lower upfront costs (**Figure 14**). Range anxiety, vehicle model options, and the upfront purchase price of EVs are the top reasons for not considering an EV purchase (**Figure 15**).

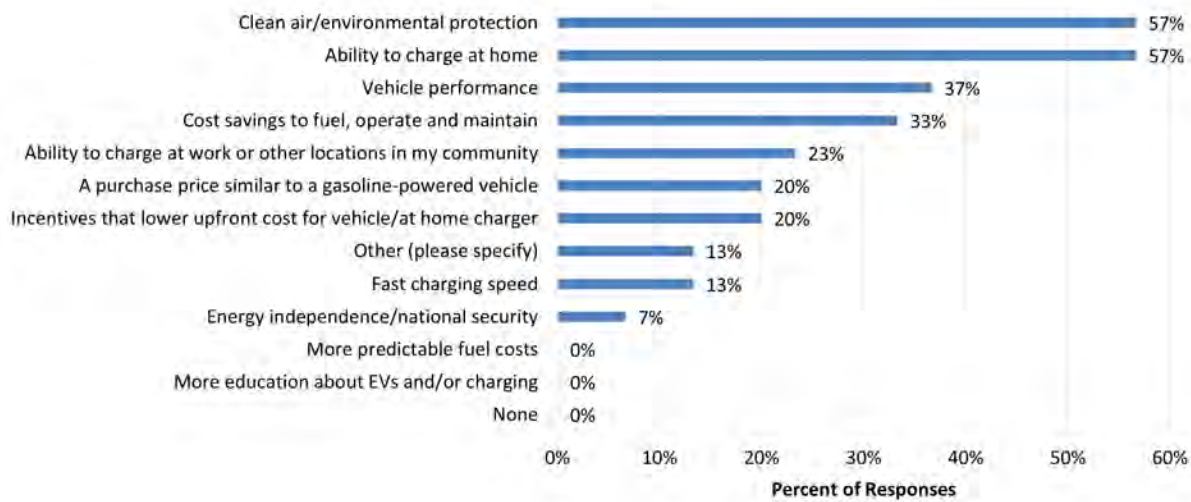


Figure 14. Key Factors that Encourage Getting an EV

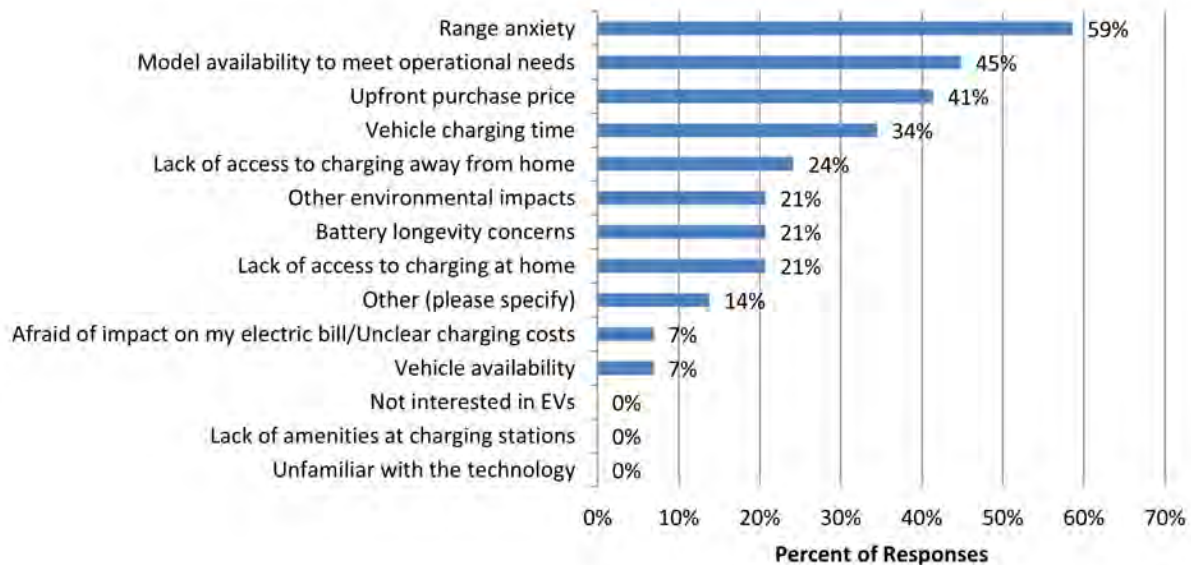


Figure 15. Key Factors that Prevent Getting an EV

When asked what information would help them to decide about getting an EV, responses around cold-weather performance and incentives were the top options (**Figure 16**).

Regarding where respondents primarily park, most respondents indicated they had an off-street parking option with most having a garage at a single-family home. About 17% either shared a driveway, had no assigned spot, or parking along the street curb (**Figure 17**). These parking arrangements likely mean the vehicles may need to use public charging options. About 70% of respondents indicated they have an outlet within 20 feet of where they park indicating that charging may be feasible for these people (**Figure 18**). About 30% said they did not park near an outlet indicating that charging may be harder to access near where they primarily park and may need public charging options. Respondents expect they would do most of their charging at

home either with a standard outlet or a Level 2 charger. Two other locations they expect to charge is at public fast charging and at their workplace with a Level 2 charger (**Figure 19**).

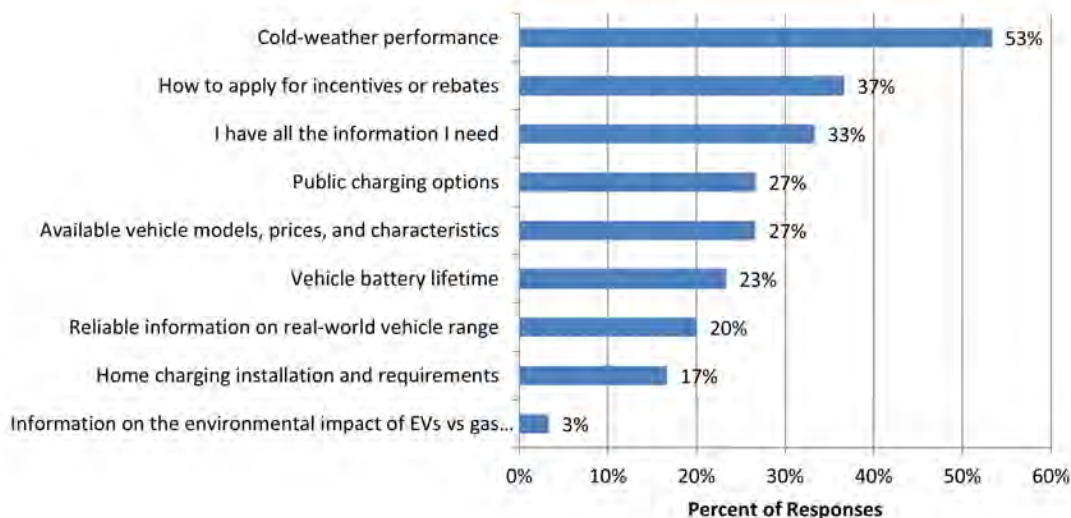


Figure 16. Topics Where More Information is Needed

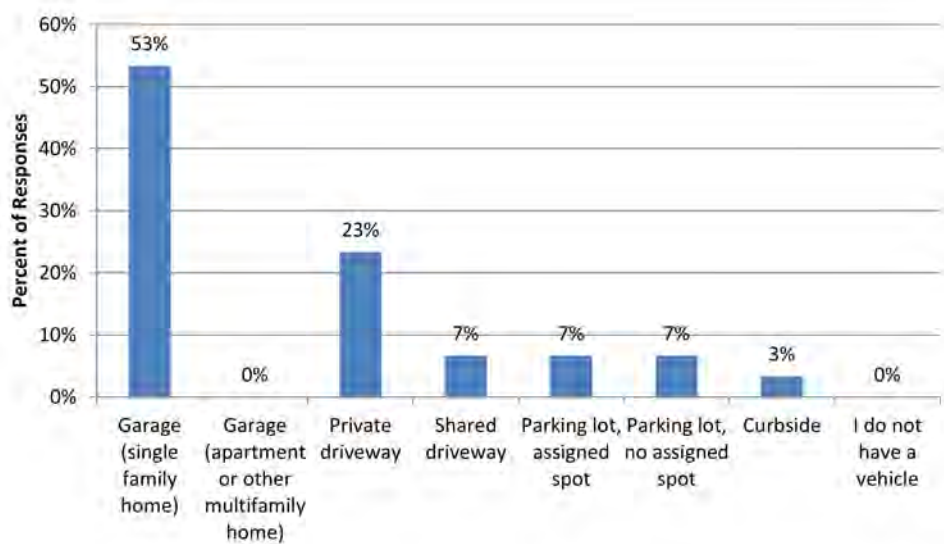


Figure 17. Where Respondent's Primarily Park Their Vehicle

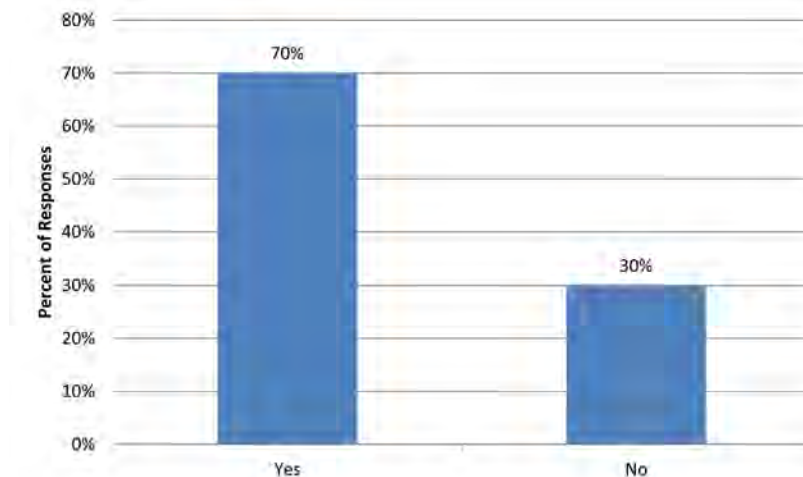


Figure 18. Is an Outlet Within About 20 feet of Where They Park

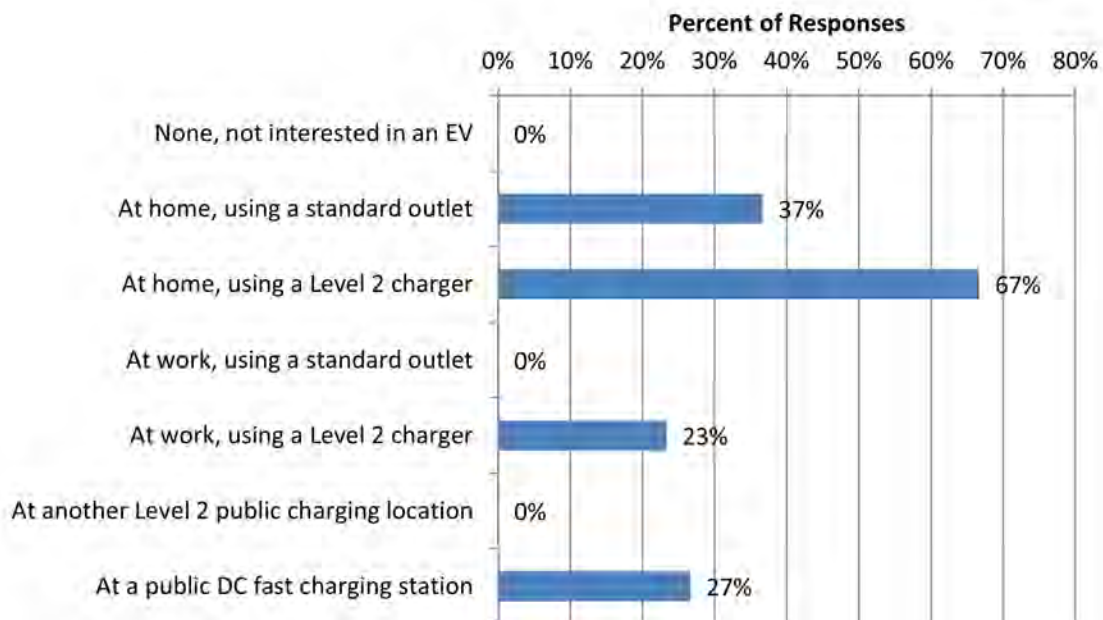


Figure 19. Where Respondent's Expect to Do Most of Their Charging

Survey respondents were asked how familiar they were with certain EV topics. While most respondents indicated they were in some way familiar with most topics, results indicated that participants were least familiar with tax credits or rebates for EVs and charging infrastructure and charging options in the community or workplace (**Figure 20**).

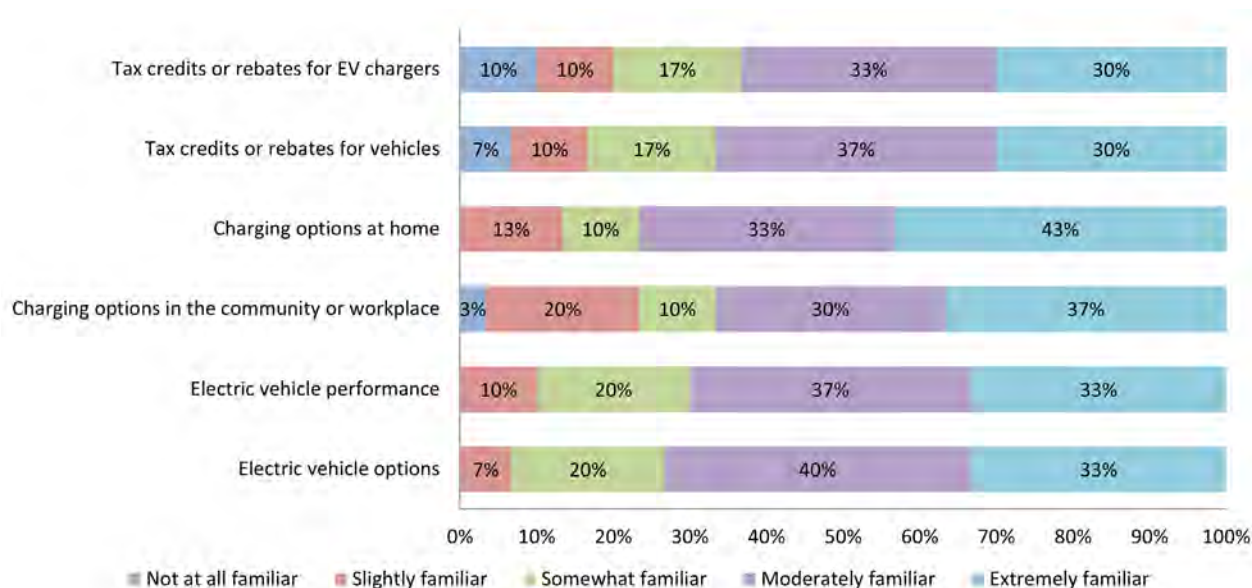


Figure 20. How Familiar Respondents Were with Certain EV Topics

EV website and fact sheets

A shared EV website and two separate fact sheets available in English and Spanish were developed as part of the planning process. The website introduces the REV Plan and why Mt. Crested Butte and Crested Butte developed the plan. It gives a snapshot about EVs in the Towns and provides information about EV charging and available incentives and the benefits and considerations of EVs in cold weather. The fact sheets provide similar information in a downloaded format.

Business Interest in EV Charging and EV Fleets

The survey also asked questions specific to decision-makers for fleets, businesses, organizations, or multifamily building or lodging in Mt Crested Butte or Crested Butte. Over 20% of respondents said they own, manage, or make decisions for a business, organization, or multifamily building or lodging in Mt Crested Butte or Crested Butte. And from those respondents, over 60% said financial incentives would encourage them to install EV charging (**Figure 21**). Another key factor for 40% of respondents was to promote sustainability and corporate social responsibility. Finances also were top reasons that would prevent the installation of EV chargers naming the cost of installation and the maintenance or servicing of the EV charger (**Figure 22**).

About 11% of respondents said they own, manage, or make decisions for a business or organization's fleet in Mt Crested Butte or Crested Butte. **Figure 23** depicts the three top factors that would encourage to switch a fleet to electric including:

1. A reduction in carbon footprint
2. Fuel cost savings
3. Improved employee retention and satisfaction

Factors preventing fleets from switching to EVs include vehicle purchase price include battery capacity being too small for operational needs, charge time is too long, and for some there are no factors preventing them from switching to EVs (**Figure 24**).

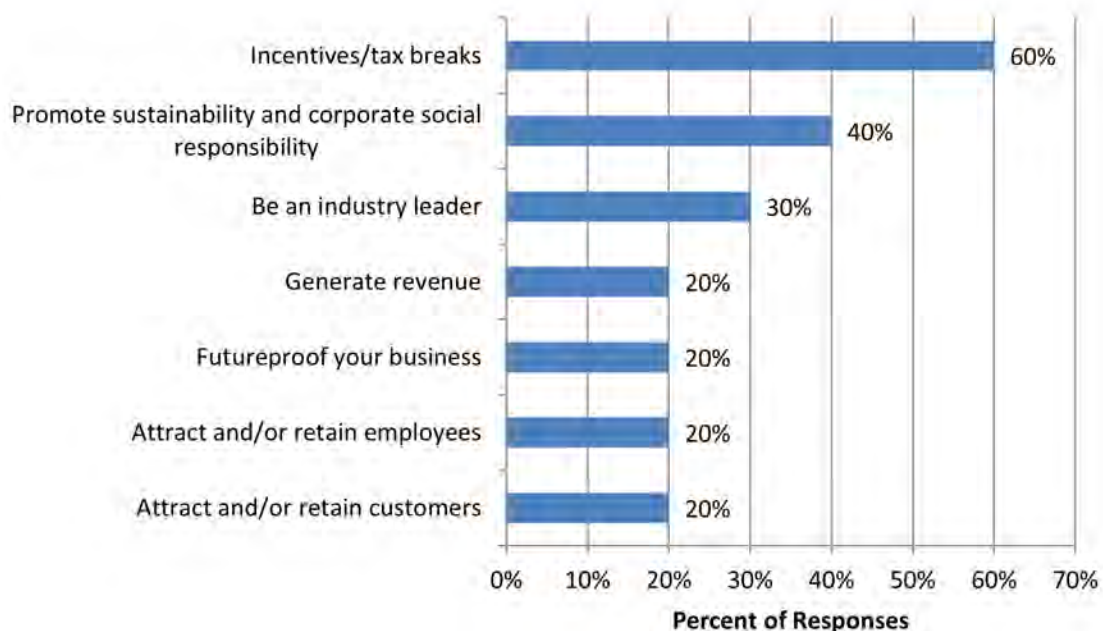


Figure 21. Key Factors Encouraging Businesses to Install EV Chargers

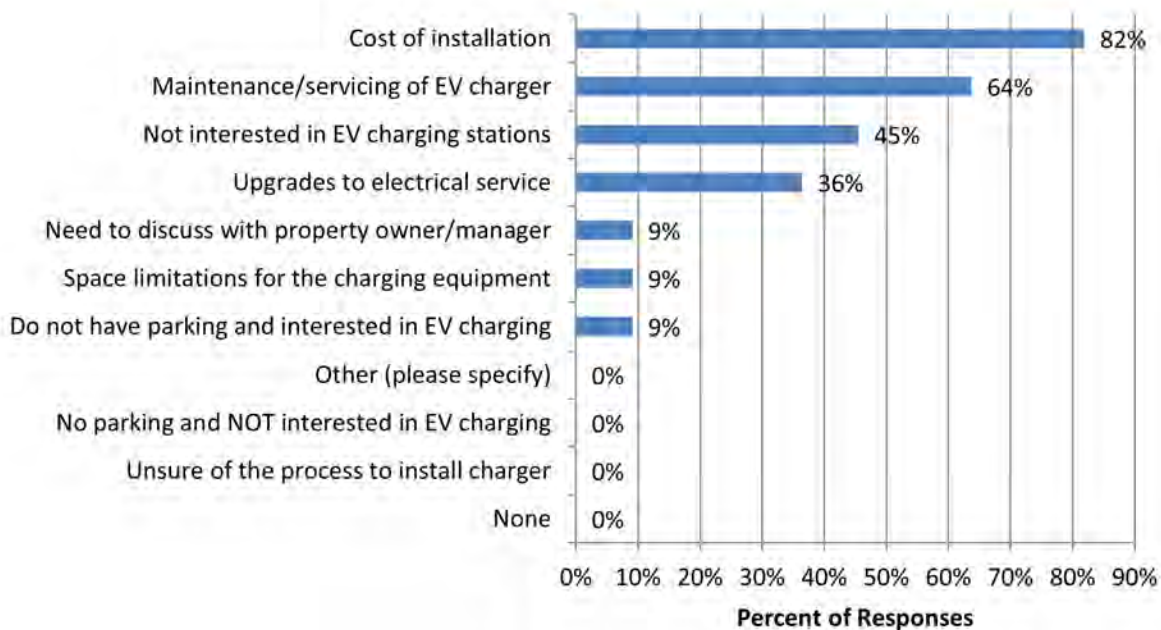


Figure 22. Key Factors Preventing Businesses from Installing EV Chargers

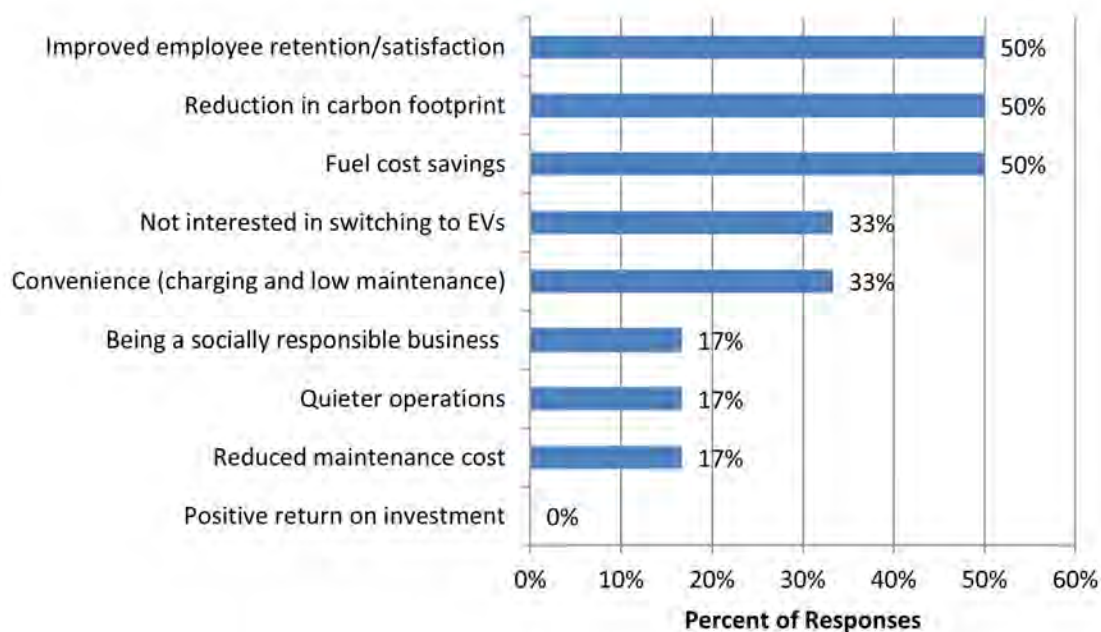


Figure 23. Key Factors Encouraging Fleets to Switch to EVs

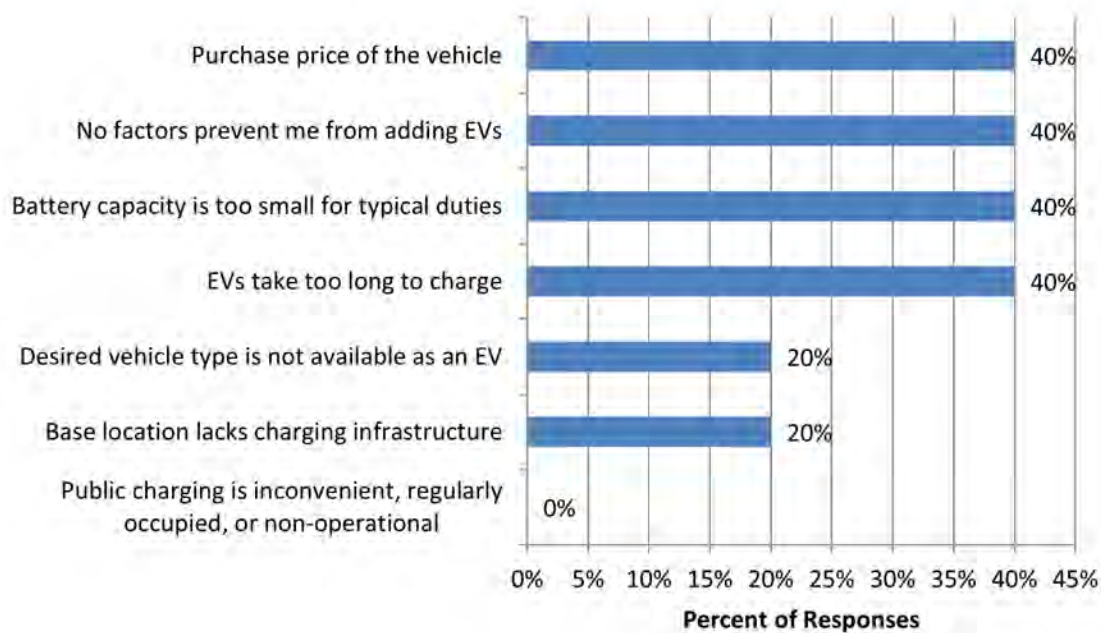


Figure 24. Key Factors Preventing Fleets from Switching to EVs










ELECTRIC VEHICLES (EV) ⁵⁹

Charging Information and Cold Weather Performance

EV Charging Basics

EV charging is very easy. Where, when and for how long depend on what type of charging equipment you use. The time to charge an EV depends on multiple different factors. The table below describes the different types of chargers.

Learn more about where you can find public EV chargers at [AFDC.Energy.gov/stations](https://afdc.energy.gov/stations)

Level 1	Level 2	DC Fast Charger
		
Range Added 5 miles / hour*	Range Added 25 miles / hour†	Range Added 100-200+ miles / 30 minutes‡
Voltage 120 Volts	Voltage 240 Volts	Voltage 480 Volts
Location Home, Workplace	Location Home, Workplace, Public	Location Public, Travel Corridors
Connector Type	Connector Types	Connector Types
 J1772	  J1772 J3400 (NACS)	   CCS CHAdeMO J3400 (NACS)

*Assumes 1.9 kW charging power

† A Level 2 unit can range from 2.9 to 19.2 kW power output.

‡ A DC charging unit can provide up to 500 kW. Charging range varies by vehicle and battery state of charge.

Cold Weather Info



EV Benefits and Considerations⁶⁰ in Cold Weather

EVs do just fine in cold weather, but cold weather affects how far your EV can drive. With a bit of preparation and planning, your EV will be reliable through the winter. Here are some tips to help keep an EV running smoothly in the winter.

- **How does an EV handle in snow?** EVs drive and handle very well in snow, ice and slush. EVs deliver the power needed very quickly and consistently for the traction control system compared to a gas-powered car which has a delay in response.
- **How do I heat my vehicle in the cold?** Many electric vehicles have a preheat or precondition mode. You can schedule this through the car's mobile app to warm the cabin while it's still plugged in and charging. This helps prevent the battery from draining as it heats the interior. And since there are no emissions, you can safely preheat in your garage.

While you drive, use the heated seats and steering wheel features instead of cabin heating to reduce the decrease of driving range in the winter and cold temperatures. Many EVs will tell you what percent of overall energy used went to heating or cooling.

- **How do I charge my vehicle in the cold?** To increase the charging speed during colder temperatures, the battery needs to be primed before charging. Many EVs have an option to tell the vehicle to precondition the battery and prepare it for charging. Some may automatically do this if the car's navigation destination is a DC fast charger.

Parking in a garage or covered parking can make a big difference in keeping your battery warm during cold weather. Warmer temperatures help your battery charge more quickly and hold the charge longer.

- **How does charging time change?** No matter what type of charger you're using, it will take longer to charge your EV in colder weather. An Idaho National Laboratory study found it may take about an extra 20 minutes per every hour of charging you would normally spend to get to the same level of charge.
- **How often will I need to charge?** Plan for more frequent charges to account for lost range. Charge at home overnight. Find public charging stations through your vehicle's navigation system or mobile apps to find nearby stations and plan stops before and during a trip.

The information is current as of October 2024. Please visit the website for the most current information and speak to your local dealership for details on available savings.

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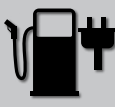


ELECTRIC VEHICLES (EV)

Types and Purchase Savings

Electric Vehicle Types

Plug-in electric vehicles are any vehicles that can drive on electricity from a power plug and stored in batteries. Hybrid electric vehicles have both an electric motor and a gas-powered internal combustion engine. They use gas and don't plug-in to charge, so they are not included in the fact sheet.

Type	Power Source	Travel Range
 Battery Electric Vehicle (BEV)	Electric Motor	150-500 miles Average = 270 miles
 Plug-In Hybrid Electric Vehicle (PHEV)	Electric Motor + Gasoline Engine	20-50 miles electric only 300-600 miles combined electric and gas

All Wheel Drive Options

There are EV options in all categories of passenger vehicles. Visit [PlugInAmerica.org](https://www.PlugInAmerica.org) for more information and to find an EV right for you. Here are a few examples of either all electric or PHEV sport utility vehicles (SUV) with all-wheel drive or 4-wheel drive options: Chevrolet Blazer EV, Toyota RAV4 Prime, Hyundai Ioniq 5, Jeep Grand Cherokee 4XE, Jeep Wrangler 4XE, Kia EV6, Mitsubishi Outlander PHEV, Subaru Solterra, Ford Mustang Mach-E, Tesla Model Y, Volkswagen ID.4, and Ford Lightning.



Subaru Solterra



Volkswagen ID.4



Jeep Wrangler 4XE



Purchase Savings



EV Purchase Savings

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There are ways to save money for new, used, and leased EVs and home EV chargers. Savings are also available for commercial vehicles. A tax credit is an amount of money that taxpayers can subtract directly from the taxes they owe.

For the most current information visit [FuelEconomy.gov](https://www.fueleconomy.gov) and speak to your local dealership for details on available savings.

Electric Vehicle Savings Details

Credit Name	New EV Savings	Used EV Savings	Qualifications
Federal: Tax Credit	Up to \$7,500	Up to \$4,000	Certain vehicles qualify based on final assembly location, battery component and/or critical minerals sourcing and sale price and the purchase price. Eligibility also depends on your income.
State: Tax Credit	2024: Up to \$7,500 2025: Up to \$5,000	N/A	Certain vehicles and sale prices qualify. Savings amounts depend on the year when the vehicle is purchased or leased.
State: Vehicle Exchange Colorado (VXC)	\$6,000	\$4,000	Available to income-qualified Coloradans to trade in their old or high-emitting vehicle. The VXC rebate partially covers the upfront cost of a qualifying EV at the time of purchase or lease from an authorized automobile dealer.
Local: GCEA EV Purchase Rebate	BEV and PHEV: \$1,000	BEV: Up to \$1,000 PHEV: Up to \$500	Must be a GCEA member. Certain vehicles and purchase prices qualify. Must apply for rebate within 90 days of purchase.

Electric Vehicle Charger Savings Details

Credit Name	Level 2 Home Charger Savings	Qualifications
Federal: Tax Credit	Up to \$1,000	Charger must be installed in a qualifying location and the credit allowed is based on the placed-in-service date for the qualifying charger.
Local: GCEA EV Charger Rebate	Up to \$1,250	Must be a GCEA member and sign up for the time of use rate. Must apply for rebate within 90 days of installation.



APPENDIX E. ACTION DETAILS

This appendix includes the actions and plans for each of the five strategies in the REV Plan: Charging Infrastructure, Outreach and Education, Electrified Mobility, Policy, and Leading by Example.

Each action identifies the following:

- Audience
- Scope of work
- Key metrics
- Partners
- Impacts to electrified transportation access, and;
- Available resources

Electrified transportation access was assessed based on support for those without charging infrastructure, EVs, or vehicles. The available resources listed are subject to change and include potential funding opportunities that are accurate as of November 2024. Program details can be found in **Appendix B. Existing Policies, Programs, Incentives, and Funding**.

Charging Infrastructure (C)

Action C1. *Educate homeowners about EV charging*

Compile and develop resources to educate and inform homeowners and residents about installing EV chargers, the resources available and include a resource that describes the Town requirements for installing an EV charger.

Who is impacted?

- Residents
- Homeowners

How do we measure?

- Number of GCEA EV charger rebates at town addresses
- Number of electrical permits

What are the steps to take?

- Review available resources for home charging from GCEA, Drive Clean Colorado, Rewiring America.
- Develop or compile resources to share with homeowners.
- Develop an outreach plan for distributing materials (i.e. host on website, social media posts, newsletter articles, distribute at events).

How does this increase charging access for the community?

- Educates HOAs and property owners of the benefits of adding EV charging so multifamily residents and renters have access to convenient, reliable, affordable home charging.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Permitting, Sustainability)
- Town of Crested Butte (i.e., Communications, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- GCEA [EV Charging Rebate program](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)
- [EVCO](#) Colorado statewide EV educational website
- Rewiring America [EV resources](#)

Action C2. Energize multifamily property owners/managers to install EV chargers

Provide targeted outreach and resources to multifamily property owners and managers to support the installation of charging including affordable housing developments.

Who is impacted?

- Multifamily property owners
- Multifamily property managers

How do we measure?

- Number of multifamily property owners engaged about EV charging
- Number of EV charging stations installed at multifamily properties

What are the steps to take?

- Develop a list of multifamily properties and owners that do not have EV charging for outreach.
- Review available resources for multifamily charging from GCEA, Drive Clean Colorado, the Joint Office of Energy and Transportation.
- Develop or compile resources to share with property owners/managers.
- Develop an outreach plan to conduct outreach to property owners and managers and distribute materials (i.e. host on website, add to events focused on this audience, include in mailings, etc.).

How does this increase charging access for the community?

- The outreach will inform multifamily property owners and managers and may lead to increased access to convenient, reliable, affordable home or origin charging.
- Chargers installed at multifamily properties provide residents and visitors that live or stay convenient, reliable, affordable charging access.
- EV chargers can be a service that attracts and retains renters.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant and New Multifamily Housing Portfolio \(Pilot Lane\)](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)

Action C3. *Engage lodging and rental property owners*

Provide targeted outreach and resources to lodging and rental property owners and managers to support the installation of charging for visitors.

Who is impacted?

- Lodging property owners
- Lodging property owners
- Rental property owners
- Rental property managers

How do we measure?

- Number of lodging and rental property owners engaged about EV charging
- Number of EV charging stations installed at lodging and rental properties

What are the steps to take?

- Develop list of lodging properties and owners that do not have charging for outreach.
- Review available resources for lodging charging from GCEA, Drive Clean Colorado, the Joint Office of Energy and Transportation.
- Develop or compile resources to share with lodging and rental property owners/managers including the benefits, potential funding sources, process for installing EV charging stations, etc.
- Develop an outreach plan to conduct outreach to and distribute materials to the target audience (i.e. host on website, hold workshop or events focused on the target audience, include in mailings, etc.).

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado

What resources are available?

- Crested Butte [EV charger cash back program for short-term rental \(STR\) properties](#)
- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant and New Multifamily Housing Portfolio \(Pilot Lane\)](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

Action C4. Increase short-term rental (STR) EV charging infrastructure

Increase awareness and target outreach to STR owners about the benefits of installing EV charging at their properties and the resources and incentives available to them such as Crested Butte's cash back program for installing EV charging.

Who is impacted?

- Short-term rental property owners

How do we measure?

- Number of STR property owners engaged about EV charging
- Number of EV charging stations installed at STR properties

What are the steps to take?

- Develop a list for outreach of STR properties and owners who do not have charging.
- Review available resources for lodging charging from GCEA, Drive Clean Colorado, Rewiring America.
- Develop or compile resources to share with lodging and rental property owners/managers including the benefits, process for installing EV chargers, and resources to help offset the cost.
- Develop outreach plan to make connections and distribute materials (i.e. host on website, hold workshops or events focused on the target audience, include in mailings, etc.).

Who could be partners in implementation?

- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Drive Electric Colorado
- Crested Butte/Mt. Crested Butte Chamber of Commerce

What resources are available?

- Crested Butte [EV charger cash back program for short-term rental \(STR\) properties](#)
- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant and New Multifamily Housing Portfolio \(Pilot Lane\)](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)

Action C5. *Encourage employers to install workplace charging*

Compile or develop resources through targeted outreach to large employers about installing EV chargers.

Who is impacted?

- Employers with a parking lot
- Large employers
- Employers who own their own building

How do we measure?

- Number of workplaces engaged about EV charging
- Number of workplace locations that install EV charging

What are the steps to take?

- Develop list of workplaces for outreach that do not have EV charging.
- Engage workplaces to understand interest and barriers for installing EV charging.
- Determine what workplaces to target (i.e., have a parking lot, employ a certain number of employees, own building and parking lot, etc.).
- Develop resources based on needs determined and targeted employers about workplace charging benefits and opportunities.
- Develop an outreach plan to educate and distribute resources to identified employers.

How does this increase charging access for the community?

- Support an increase in reliable and convenient charging access for people who commute or who may not have access to home charging (i.e. renters, live in multifamily developments).

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Mount Crested Butte Downtown Development Authority
- Crested Butte/Mt. Crested Butte Chamber of Commerce

What resources are available?

- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Energy Office [Charge Ahead Colorado grant](#)
- Federal [Alternative Fuel Vehicle Refueling Property Credit](#)
- West Central [ReCharge coach](#)
- Drive Clean Colorado [Watts@Work Program](#)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

Action C6. Explore renewable energy integration with EV chargers

While EVs have less emissions compared to gas-powered cars, using renewable electricity to charge the vehicles amplifies the emissions reductions and benefits.

Who is impacted?

- Public EV charging site hosts

How do we measure?

- Pilot renewable energy at 1 EV charger location

What are the steps to take?

- Coordinate with broader climate action efforts on local renewable energy.
- Research and assess available EV charging options from renewables such as solar or wind.
- Identify criteria for selecting a pilot location including requirements for space and suitable conditions for renewable energy generation. For example, a charger using solar will have panels that need access to sunlight.
- Choose a suitable solution for the pilot based on criteria.
- Choose a site to install the pilot.
- Collaborate with GCEA on any requirements for connection to the electrical infrastructure.
- Launch pilot.
- Collect data on reliability, emissions saved, customer experience, etc. Assess the feasibility of expanding the pilot if the pilot has favorable outcomes.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Community Development, Permitting)
- Town of Crested Butte (i.e., Community Development, Permitting, Sustainability)
- GCEA
- Vendors with EV chargers with renewable energy generation
- Potential public charging site hosts

What resources are available?

- [The City of Pueblo is investing in Sustainable Electric Vehicle Chargers](#)
- World Resources Institute [4 Emerging Ways to Pair Electric Vehicles and Renewable Energy](#)



Outreach and Education (O)

Action O1. *Partner on EV informational campaigns and events*

Educate the community, businesses, lodging managers, and visitors about EVs through materials and a dedicated website with resources on incentives, charging locations, and cold-weather driving tips (see **Appendix D. EV Fact Sheets**). Collaborate on EV ride-and-drive events to boost interest and perceptions, leveraging regional events for engagement. Consider fleet-specific events to inform regional fleets about EV technology.

Who is impacted?

- Residents
- North Gunnison Valley regional residents
- Businesses
- Lodging managers
- Visitors
- Regional fleet managers and staff

How do we measure?

- Number of social media post interactions
- Number of newsletter subscribers
- Number of handouts distributed at events attended
- Number of website visits
- Number of events
- Number of test-drives

What are the steps to take?

- Review existing educational resources related to EVs and EV charging, including EVCO, GCEA, Drive Electric Colorado, Rewiring America.
- Develop or compile resources to share with residents, workers, and visitors.
- Develop an outreach plan to guide the distribution of materials, including for example:
 - Schedule and roles for EV website maintenance and updates
 - Hosting materials on the dedicated EV website
 - Posting materials in highly visited locations
 - Sharing materials with lodging establishments
 - Creating a schedule and content for coordinated sharing of material through both Town's social media accounts
 - Identifying events to attend and share materials.
- Event activities
 - Partner with other community events for education opportunities that coincide with other local activities to draw new audiences
 - Arrange for a variety of vehicle types to showcase and drive at the events
 - Work with local partners such as GCEA to organize the events
 - Develop a short before and/or after survey to understand perceptions of EVs and after seeing the vehicles in-person.

How does this increase EV education for the community?

- Educating those who live, work, and visit the North Gunnison Valley about EVs and EV charging can help make EV access more convenient, reliable, and affordable.
- Information and resources can be targeted to highlight income-qualified incentives, used EVs, and lower priced EV models.
- Bring together a variety of EV drivers at events who can speak about their own experience.

Who could be partners in implementation?

- Mt. Crested Butte (i.e., Communications, Community Development, Sustainability)
- Crested Butte (i.e., Communications, Community Development)
- GCEA
- Clean Energy Economy for the Region (CLEER)
- Gunnison Crested Butte Tourism and Prosperity Partnership

What resources are available?

- CDOT [E-Mobility Education and Awareness Grant Program](#)
- Crested Butte [EV charger cash back program for short-term rental \(STR\) properties](#)
- GCEA [EV programs](#)
- West Central [ReCharge coach](#)
- State of Colorado [EVCO](#) EV education campaign which has information on state and federal incentives
- Rewiring America [EV resources](#)
- Drive Electric Tennessee [Electric Vehicle Ride & Drive Event Guide](#)

Action O2. *Collaborate on EV tourism marketing*

Collaborate with Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) to support the development of materials incorporating EV charging and educational resources into regional tourism marketing efforts.

Who is impacted?

- Visitors to the North Gunnison Valley

How do we measure?

- Number of visitor-focused resources/materials distributed through visitor-specific channels
- Social media post impressions from tourism specific accounts

What are the steps to take?

- Meet with TAPP and research the EV tourism market (i.e., where visitors with EVs are coming from, where they stay).
- Determine what information and materials to develop to inform visitors about the availability of EV charging in the Towns.
- Review available EV education resources, for example those available through EVCO, GCEA, Drive Electric Colorado, and Rewiring America.
- Develop or compile resources to share in materials aimed at visitors, for example the location of charging stations within the North Gunnison Valley and on major driving routes to the region.
- Develop an outreach plan for distributing materials through visitor-focused channels, for example, through the Gunnison Crested Butte Tourism and Prosperity Partnership (TAPP) website, highly visited locations, lodging establishments, social media posts, and local events.

How does this increase EV education for the community?

- Visitor-focused education can help inform where EV charging opportunities are for those who are visiting the area.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Community Development)
- Town of Crested Butte (i.e., Communications, Community Development, Planning, Sustainability)
- GCEA
- CLEER
- TAPP

What resources are available?

- [EVCO](#) Colorado statewide EV education website
- [GCEA EV charging station locations](#)
- CLEER [Decarbonize Transportation](#)

Action O3. *Engage dealerships and auto shops*

Share information about EV and EV charging incentives with regional auto dealerships so dealers can educate customers from Mt. Crested Butte and Crested Butte about what financial benefits are available locally for cost savings opportunities such as GCEA's EV rebate and the State's financial incentives. This may become more essential with changes to federal programs and incentives. The Town's vehicle technicians could potentially share EV-related training opportunities they become aware of that might be relevant to auto shops.

Who is impacted?

- Regional vehicle dealerships
- Regional auto shops

How do we measure?

- Number of dealerships informed about local incentives
- Number of auto shops EV informed about EV-related trainings

What are the steps to take?

- Research what regional dealerships residents choose to purchase vehicles.
- Develop a list of these dealerships to share local incentives information.
- Develop local incentives information materials and distribute to dealerships identified.
- Develop a list of regional auto shops (i.e., where Town vehicles are serviced).
- As municipal fleet staff become aware of any EV-related trainings, share those opportunities with identified auto shops and dealerships.

How does this increase EV education for the community?

- Informing dealerships of local incentives can support more people to maximize savings when purchasing or leasing an EV.
- Sharing resources and training opportunities with auto shops can support their education and support the development of a trained EV workforce.

Who could be partners in implementation?

- Town of Mt. Crested Butte (i.e., Communications, Community Development)
- Town of Crested Butte (i.e., Communications, Community Development, Sustainability)
- GCEA
- CLEER
- Local educational institutions (e.g., Colorado Mountain College, Western Colorado University)

What resources are available?

- Colorado Department of Transportation (CDOT) [Zero Emission Vehicle Workforce Development Grant Program](#)
- West Virginia University [National Alternative Fuels Training Consortium](#)
- [EVCO](#) Colorado statewide EV education website

Action O4. *Engage private fleets to explore fleet electrification*

Support and encourage private fleets to assess fleet electrification by providing resources about incentives and opportunities. Gunnison Valley RTA and Mountain Express participated in this planning process. As technology advances and funding is available, fleets such as Alpine Express and Gunnison Watershed School District can be engaged. Engaging with Gunnison Watershed School district connects to **Action M-4. Explore feasibility for electrifying school bus fleet.** Explore feasibility for electrifying school bus fleet.

Who is impacted?

- Businesses and organizations in the North Gunnison Valley with fleet vehicles.

How do we measure?

- Number of fleet operators engaged

What are the steps to take?

- Identify fleet operators in the region.
- Develop targeted outreach to encourage local fleet operators to consider switching to electric vehicle where financially and operationally viable.
- Work with existing communication channels to distribute information to local businesses, for example by presenting at a Chamber of Commerce meeting.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- GCEA
- CLEER
- Chamber of Commerce

What resources are available?

- Colorado Energy Office (CEO) [Fleet Zero-Emission Infrastructure Program](#)
- Colorado Department of Public Health and Environment (CDPHE) [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts
- Federal [Clean vehicle and EV charging tax credit](#) direct payments
- U.S. Federal Highway Administration (FHWA) Discretionary Grant Program for [Charging and Fueling Infrastructure](#)
- U.S. EPA [Clean Heavy-Duty Vehicle Program](#)
- U.S. EPA [Diesel Emission Reduction Funding](#)
- CEO [E-Cargo Bike Grant Program](#)

Electrified Mobility (M)

Action M1. *Explore the opportunity for regional electric carshare*

Explore the feasibility of an EV carshare pilot program, potentially serving low-income and/or multifamily households. Mt. Crested Butte, Crested Butte, and Gunnison County's building codes require new construction and major renovations of larger commercial/multifamily units to include the installation of EV chargers. Designating a parking space or two for carshare at multifamily housing would accommodate a shift towards fractional car ownership.

Who is impacted?

- People who live in multifamily developments
- People who don't have access to a personal EV or home charging
- People who do not own a personal vehicle or need an additional vehicle for trips

How do we measure?

- Feasibility study completed and regional electric carshare planned by Mountain Express
- Carshare program incorporated by Mountain Express as part of the capital improvement program

What are the steps to take?

- Mountain Express conducts feasibility for regional electric carshare, including identification of potential customers and site hosts.
- Mountain Express provides an evaluation of the feasibility of their partnership in a carshare program as part of their five-year plan.
- If feasible, Mountain Express to develop a regional electric carshare.

How does this increase electrified transportation access for the community?

- Electric carshare provides a zero-emissions, lower-cost transportation option for those who don't have a vehicle or need a second vehicle.

Who could be partners in implementation?

- Mountain Express and their funding partners, the Towns of Mt. Crested Butte and Crested Butte
- GCEA
- Gunnison Valley RTA
- Gunnison County staff

What resources are available?

- CEO [Community Accelerated Mobility Project \(CAMP\)](#) funding

Action M2. *Continue support for Towns' micromobility strategies*

Continue to support strategies identified in existing Mt. Crested Butte and Crested Butte Transportation and Mobility plans that call to deemphasize vehicle driving and encourage more walking, rolling, and biking.

Who is impacted?

- Town of Mt. Crested Butte departments
- Town of Crested Butte departments
- Residents
- Visitors

Metrics How do we measure?

- Increase in number of micromobility trips
- Increase in miles of infrastructure (i.e., bike lanes) for micromobility options
- Micromobility plan incorporated by Mountain Express as part of the capital improvement program

What are the steps to take?

- Towns to make progress toward micromobility goals from approved plans.
- Explore expanding on existing Mt. Crested Butte e-bike rebate program.
- Towns discuss with relevant regional partners (i.e., Mountain Express) opportunities for a micromobility feasibility study to address first and last mile travel.
- From the results of the study, discuss opportunities for electric micromobility options.
- Based on discussed opportunities, determine collaboration for any needed charging infrastructure installation, site host locations.
- If feasible, Mountain Express develops micromobility program.
- Coordinate/collaborate with Gunnison County on possible Crested Butte to Crested Butte South trail.

How does this increase electrified transportation access for the community?

- Micromobility options can offer lower-cost options for electrified transportation and encourage fewer single-occupancy vehicle trips.

Who could be partners in implementation?

- Mountain Express
- Gunnison Valley RTA
- Town of Mt. Crested Butte
- Town of Crested Butte

What resources are available?

- Colorado [E-bike tax credit](#)
- CEO [E-Cargo Bike Grant Program](#)
- GCEA [E-Bike Rebate](#)
- Mt. Crested Butte [E-Bike Rebate Programs](#)
- CEO [Community Accelerated Mobility Project \(CAMP\)](#) funding

Action M3. Explore with regional transit partners feasibility of electrifying transit and micro transit

Explore with regional transit partners feasibility, timing, cost, and potential actions to encourage fleet electrification. At the time of writing, Mountain Express is assessing the feasibility of incorporating electric buses into the fleet through a zero-emission vehicle planning study.

Who is impacted?

- Gunnison Valley RTA
- Mountain Express Transit

How do we measure?

- Town discussion held with transit providers
- Participation of Towns in Mountain Express transit feasibility study

What are the steps to take?

- Towns discuss opportunities for electric transit pilot on shorter or specific routes with transit providers.
- Towns participate in Mountain Express transit feasibility study.
- Mountain Express conducts feasibility study for zero emission buses.
- Discuss collaboration for infrastructure sharing among transit and municipal fleets.

How does this increase electrified transportation access for the community?

- Transit electrification represents a way to expand the benefits of electrification beyond personal EV ownership.

Who could be partners in implementation?

- Mountain Express
- Gunnison Valley RTA
- GCEA
- Town of Mt. Crested Butte
- Town of Crested Butte

What resources are available?

- U.S. Federal Transit Administration (U.S. FTA) [Low or No Emissions Vehicle Program](#)
- CDOT [Clean Transit Enterprise funding](#) (anticipated)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

Action M4. *Explore feasibility for electrifying school bus fleet*

School buses transport young students who are identified as vulnerable to harmful air pollution impacts. These vehicles often have fixed routes and time between the morning and afternoon routes to charge, so they can be candidates to electrify. During the summer, school bus fleets are often underutilized and electric school buses, and their batteries can be used to add power to the grid providing extra electrical capacity. The region can explore the feasibility, timing, cost, and potential actions to electrify the school bus fleet. This strategy can connect with Action EO-4. Engage private fleets to explore fleet electrification.

Who is impacted?

- Gunnison Watershed School District
- Mt. Crested Butte
- Crested Butte
- Parents

How do we measure?

- School District feasibility study conducted and plans for zero emissions fleet established
- School District electric bus fleet conversion incorporated as part of the capital improvement program

What are the steps to take?

- Towns to discuss opportunities for electric bus pilot on shorter or specific routes.
- School District to consider conducting a feasibility study for zero emissions fleet (buses and/or white fleet).
- Discuss collaboration for infrastructure sharing among regional and municipal fleets.
- Based on feasibility study outcomes, the School District can begin to develop a transition plan to zero emissions bus fleet.
- The School District can provide an evaluation of the feasibility of electrifying their fleet as part of their facilities master planning efforts.

How does this increase electrified transportation access for the community?

- Students will have access to cleaner transportation to and from school and school-related activities.

Who could be partners in implementation?

- School District
- GCEA
- Town of Mt. Crested Butte
- Town of Crested Butte
- Mountain Express
- Gunnison Valley RTA

What resources are available?

- U.S. EPA [Clean School Bus Program](#)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)



Policy (P)

Action P1. Keep current on EV ready requirements providing leadership in region

Ensures that EV charging is integrated into commercial and residential development by assessing EV ready requirement increases in International Code Council (ICC) code.

Who is impacted?

- Building Code update team

How do we measure?

- Number of EV ready parking spaces and EV charging stations installed in new construction, tracked through building permits

What are the steps to take?

- Review best practices for EV readiness.
- Based on research, develop best practice policy recommendations.
- Town of Crested Butte: Implement best practice recommendations in 2025 as part of 2024 ICC adoption.
- Regularly evaluate as practices evolve to prepare to meet demand.

How does this encourage electrified transportation access for the community?

- Ensuring EV charging is incorporated in plans and new development can help prepare for increased EV adoption and meet charging demands.
- Incentivizing or requiring EV charging at new residential development can increase charging access, particularly for renters and multifamily housing residents who may face barriers to charging installation.
- Incentivizing or requiring EV charging at affordable housing developments can increase access for lower-income residents.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison County
- Building & Construction Businesses

What resources are available?

- [Colorado's Building Energy Codes and Toolkit](#)

Action P2. Clarify permitting process for EV charging

Clarify the permitting process and requirements for new and existing residential and commercial EV charging through the development of a “how to” guide.

Who is impacted?

- Residents
- Developers

How do we measure?

- Average turnaround time for EV charging permit applications
- Number of EV charging stations installed via building permits

What are the steps to take?

- Evaluate the current permitting process to document current EV charging review processes and identify opportunities to clarify the process and requirements.
- Develop a public facing “how to” guide documenting when a permit is required for EV charging and the steps involved.
- Engage electricians, businesses, and charging installers to review the guide and support distribution.

How does this encourage electrified transportation access for the community?

- Providing a clear permitting process helps to ensure EV charger installations are done correctly and safely.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- Gunnison County

What resources are available?

- Report: [Colorado Electric Vehicle Charging Permitting Study](#)

Action P3. *Examine pricing structure best practices for public charging*

There are a variety of pricing mechanisms for EV charging. By exploring best practices, current local practices, federal standards, and opportunities to provide EV charging to the public, Mt. Crested Butte can develop right-sized pricing for Town-owned EV chargers. Towns can align on a pricing structure that supports their goals and make EV charging more economically viable for residents by considering funding and/or prioritizing EV station plans that offer low-cost or free charging, particularly when they are in low-income or disadvantaged communities or support underserved populations.

Who is impacted?

- Town of Mt. Crested Butte (Finance, Sustainability, Community Development)
- GCEA

How do we measure?

- Number of charging station sessions and utilization

What are the steps to take?

- Coordinate discussions with GCEA about rates, demand charges, and trends they are seeing as a leader managing many EV charging stations in the North Valley.
- Inventory existing pricing requirements and opportunities.
- Research EV pricing best practices.
- Based on research, develop best practice policy for EV charging pricing for Town-owned stations.
- Implement best practice policy for EV charging at Town-owned stations.
- Regularly evaluate regional EV charging market to stay current.

How does this encourage electrified transportation access for the community?

- EV drivers feel confident with the pricing expectations for charging with a clear and consistent pricing structure that won't surprise them.
- EV charging operators can provide free or reduced pricing for users that qualify for other forms of low-income assistance.

Who could be partners in implementation?

- Town of Mt. Crested Butte
- Town of Crested Butte
- GCEA

What resources are available?

- N/A

Action P4. *Evaluate EV parking enforcement need*

Explore parking enforcement best practices to best meet goals of public charging by establishing desired charging station behavior.

Who is impacted?

- Town of Mt. Crested Butte
- Town of Crested Butte

How do we measure?

- Number of complaints about vehicles parking and not charging or staying after the vehicle is charged
- Charging station use and utilization data indicating how long vehicles stay after they finish charging

What are the steps to take?

- Inventory existing parking requirements and opportunities.
- Research EV parking best practices.
- Based on research, develop best practice guidelines for EV parking enforcement.
- Implement best practice guidelines for EV charging at Town-owned facilities.
- Evaluate opportunities for implementation and enforcement of updated EV parking policy based on best practice guidelines.

How does this encourage electrified transportation access for the community?

- Ensures charger is most effectively being used to support EV drivers who may not have charging at origin locations.

Who could be partners in implementation?

- EV charger software providers

What resources are available?

- The [State of Colorado](#) provides two signs for the enforcement of [HB19-1298](#), which prohibits drivers from parking in a designated EV space if their vehicle is not electric and from using a charging station for parking if the electric vehicle is not charging.

Leading By Example (L)

Below are the actions and plans for the Lead by Example strategy. Action L1 is targeted for Crested Butte. Actions L2 through L5 are targeted for Mt. Crested Butte.

Action L1. Crested Butte continues to provide leadership with electrifying Town fleet

The Town of Crested Butte will continue to lead the way in fleet electrification as it makes sense operationally and financially.

Who is impacted?

- Crested Butte Public Works (maintenance, facilities), Finance, Sustainability

How do we measure?

- Percent of fleet electric
- Number of kWh used
- Number of GHG emissions reduced

What are the steps to take?

- Continue to use an EV-first procurement approach with the fleet replacement schedule.
- Research EV replacements that would be a best fit.
- Assess and install EV charging infrastructure as needed with fleet transition.
- Grow maintenance and service knowledge.
- Train staff who will drive on how to operate and charge electric vehicles.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle

What resources are available?

- CEO [Fleet Zero-Emission Infrastructure Program](#)
- CDPHE [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts
- Federal [Clean vehicle and EV charging tax credit](#) direct payments
- U.S. EPA [Clean Heavy-Duty Vehicle Program](#)
- U.S. EPA [Diesel Emission Reduction Funding](#)

Action L2. *Mt. Crested Butte fleet EV pilot*

Mt. Crested Butte's fleet pilots one EV and installs an EV charger in the garage to gain a better understanding of EV operations.

Who is impacted?

- Mt. Crested Butte Public Works (maintenance, facilities), Finance, Planning

How do we measure?

- Operations performance for 1 EV and 1 Level 2 charger
- Number of kWh used
- Number of GHG emissions reduced
- Cost of maintenance for vehicle and charger

What are the steps to take?

- Research operationally suitable EV options to replace the gas-powered Subaru vehicle (i.e., Subaru Solterra PHEV, Volkswagen ID.4, Chevrolet Equinox EV or Blazer EV, etc.).
- Work with GCEA and an electrician to determine electrical upgrades needed to install a Level 2 charger in the garage for the pilot vehicle.
- Research EV charger provider and if getting one with analytics consider one that does not use proprietary software.
- Determine the vehicle and charging infrastructure and associated cost and timeline for each to align so both will be operational at about the same time.
- Apply for funding to offset the costs of the vehicle and infrastructure and determine requirements and process for eligible tax credits.
- Procure vehicle and equipment.
- Train staff who will be driving on how to use and charge the vehicle. Educate all staff about the pilot.
- Put into operation and collect data on operational performance, adjust as the learnings are gained. Consider weather and seasons will impact the vehicle.
- Evaluate the vehicle's performance and recommend how to handle future replacements.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle
- Town of Crested Butte for peer learning

What resources are available?

- CEO [Fleet Zero-Emission Infrastructure Program](#)
- CDPHE [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts

- Federal [Clean vehicle and EV charging tax credit](#) direct payments

Action L3. *Mt. Crested Butte fleet electrification plan*

Mt. Crested Butte will implement a vehicle replacement plan for the light-duty town fleet vehicles as feasible (meets operational needs and cost-effective) and install fleet charging to match the need.

Who is impacted?

- Mt. Crested Butte Public Works (maintenance, facilities), Finance, Sustainability, Police department, Planning

How do we measure?

- Percent of fleet that is electric by a determined date
- Number of kWh used
- Number of GHG emissions reduced

What are the steps to take?

- Vehicles
 - Implement an EV-first procurement policy which prioritizes adoption of vehicles. For example, 1. EV; 2. PHEV; 3. Hybrid; 4. Internal combustion engine vehicle when vehicles are due for replacement. Start with an EV if the options do not meet the operational needs, then it moves to the next level (PHEV, etc.).
 - Using data and information gathered from the pilot EV strategy, implement a fleet electrification plan with identified vehicles.
 - Research EV replacements that would be a best fit.
 - Develop maintenance and service plan.
 - Procure EVs.
 - Train staff who will drive vehicles on how to operate and charge.
- Infrastructure
 - Using data and information gathered from the pilot EV strategy, implement a fleet charging plan with additional identified locations.
 - Coordinate electrical service and need with GCEA.
 - Research EV charger that would be a best fit.
 - Develop maintenance and service plan.
 - Procure EV charging equipment.
 - Install EV charging equipment.
 - Train staff how to operate and maintain.

Who could be partners in implementation?

- Auto dealerships
- GCEA
- Electrician
- Police Department
- Town staff who will drive the vehicle

What resources are available?

- [Public Sector Fleet EV Procurement Examples](#)

- Albuquerque, NM [Zero Emissions First vehicle adoption policy](#)
- Massachusetts [EV Acquisition Policy](#)
- CEO [Fleet Zero-Emission Infrastructure Program](#)
- CDPHE [Clean Fleet Vehicle and Technology Grant Program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- [Climate Mayors' EV Purchasing Collaborative](#) discounts
- Federal Commercial Clean Vehicle tax credit direct payments
- U.S. EPA [Clean Heavy-Duty Vehicle Program](#)
- U.S. EPA [Diesel Emission Reduction Funding](#)
- Federal [Clean vehicle and EV charging tax credit](#) direct payments

Action L4. *Mt. Crested Butte provide EV training for staff*

As the Town of Mt. Crested Butte begins to implement actions identified in this REV Plan and prepare for fleet adoption, they will need to train fleet staff and first responders to be familiar with electric vehicles and how to work with them.

Who is impacted?

- Mt. Crested Butte (Public Works, Police, Planning)
- Crested Butte Fire Protection District

How do we measure?

- Number of staff trained in each department

What are the steps to take?

- In coordination with the implementation of Strategy L-2, develop EV 101 and targeted training materials for staff in different roles (e.g., vehicle operator, planner, leadership, etc.) training could include:
 - Financial costs and funding opportunities
 - EV and electric mobility benefits
 - EV operation and maintenance
 - EV charging station operation and maintenance
 - EV charging management software
 - Permitting
 - Parking best practices.
- Fleet staff such as vehicle technicians, operations staff, and first responders will need more technical training to service and respond to incidents involving EVs.
- Develop an assessment or survey to evaluate completion and effectiveness of training.
- Deliver training program for Town staff and leadership.
- Administer assessment or survey to evaluate completion and effectiveness of training.
- Adjust training as needed based on year one evaluation.
- Have ongoing annual training for Town staff and leadership.

Who could be partners in implementation?

- Dealerships and automakers
- EV charging station providers
- Police department

- Crested Butte Fire Protection District
- Tow truck operators

What resources are available?

- The Department of Energy's Alternative Fuels Data Center hosts a webpage, [Electric Vehicle Safety Training Resources for First and Second Responders](#), of known available training and educational resources specific to alternative fuel vehicles, with a particular focus on EV resources.
- The [National Alternative Fuels Training Consortium \(NAFTC\)](#) provides training for vehicle technicians and first responders.
- The [National Fire Protection Association \(NFPA\)](#) has training and information resources available including automakers [emergency response guides](#) for their vehicles.
- Automakers also offer some training to first responders. General Motors has resources available at <https://gmevfirstrespondertraining.com/>.
- Ask your fleet dealer(s) if the automaker offers any training for their vehicles.

Action L5. Install public charging at Mt. Crested Butte public facilities

Mt. Crested Butte can execute the strategic implementation plan for the prioritized public EV charger installations.

Who is impacted?

- Mt. Crested Butte (Public Works, Finance, Community Development, Planning)

How do we measure?

- Number of EV chargers installed for public use to meet needs

What are the steps to take?

- Using data and information gathered and recommended from the planning process, implement strategic plan for public EV chargers.
- Use the Mt. CB EV Charging Prioritization Workbook that identified locations and scored them based on criteria
 - The top locations identified included:
 - Matterhorn Lot
 - CBMR Paid Parking Lot (skier lot)
 - Elevation Hotel Parking Garage
 - Town Hall - Ted Schetze Park / Pickleball / Wedding Garden Parking (upper paved lot)
 - Snodgrass Trailhead.
- Identify any planned construction timelines at the targeted site to coincide installing EV charger(s) to be cost effective.
- Determine the best fit charging level for a vehicle based on the typical length of time parked, charging use and the electrical service capacity at the location.
 - The Charging Prioritization Workbook uses dwell time criteria to help identify the level of charger. Typical parking time of less than 30 minutes would be ideal for fast chargers.

- Coordinate identifying electrical service, need, and upgrades with GCEA.
- Coordinate with local partners.
- Research EV charger equipment that would be a best fit.
- Apply for grant funding for identified locations.
- Develop maintenance and service plan.
- Procure EV charging equipment.
- Install EV charging equipment.
- Train staff on how to operate and maintain charging equipment.

How does this increase charging access for the community?

- Public charging increases access to convenient, reliable, affordable charging for those who may not have access to home charging, commute, or visit

Who could be partners in implementation?

- GCEA
- Local partners (businesses, lodging, community-based organizations)
- Crested Butte/Mt. Crested Butte Chamber of Commerce
- Downtown Development Authority
- Gunnison Crested Butte Tourism and Prosperity Partnership

What resources are available?

- CEO [Charge Ahead Colorado grant](#)
- GCEA [Level 2 EV Charging Station Rebate program](#)
- Colorado Department of Personnel & Administration [State Price Agreement](#)
- U.S. FHWA Discretionary Grant Program for [Charging and Fueling Infrastructure](#)
- U.S. DOT [Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

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Staff Report

March 3, 2025

To: Mayor and Town Council

Prepared By: Troy Russ, Special Projects / Senior Community Development Advisor

Thru: Mel Yemma, Interim Community Development Director

Subject: **Work Session:** Summer 2024/Winter 2024-2025 - Traffic Calming/Parking Management Update

Summary:

Growth in vehicle traffic is eroding the pedestrian-first charm of Crested Butte and is a major contributor to greenhouse gas (GHG) emissions in the Valley. The Community Compass and the Town's Transportation Mobility PlanTMP outline intentional actions aimed to invest in transit, mitigate growth in vehicle traffic, protect the Town's pedestrian and townie experience, and lessen the environmental impacts associated with vehicle emissions.

The goal of the TMP is to keep Crested Butte a pedestrian and townie-first community by deemphasizing cars and focusing on walking, rolling, biking, and transit. The TMP is a long-range roadmap of actions that stem from three separate but integrated strategies:

- Improving transportation choices
- Managing parking convenience
- Integrating land use and transportation

Implementing the recommendations of the TMP requires continued community engagement to make sure the TMP's recommendations are implemented in a way that is aligned with the community's expectations and values.

This work session is the Town Council's annual review of Crested Butte's traffic calming and parking management programs. Each year the Town Council will be presented data and community feedback from the previous year's traffic calming and parking management actions, so the programs can be continuously fine-tuned to ensure they address the original intentions of the TMP.

Previous Council Action:

There have been five previous Town Council actions that have framed this 2025 traffic calming and parking management work session.

- 1) The Crested Butte Community Compass adoption – November 7, 2022
- 2) The Crested Butte Transportation Mobility Plan (TMP) adoption – March 4, 2024
- 3) Crested Butte – Traffic Calming Policy adoption and Summer 2024 Program approval – April 1, 2024
- 4) Crested Butte – 2024/25 Parking Management Programs:
 - a. Summer Program approval – May 6, 2024
 - b. Winter Program approval – September 16, 2024.

Background:

The adoptions of the Community Compass and the TMP installed a value-based decision-making framework, where the Town actively engages the community on transportation decisions from “concept through construction”.

Two specific recommendations from the TMP, traffic calming and parking management, were intended to address the dynamic livability challenges associated with increasing single occupant vehicles impacting the Town, speeding traffic and over-parked neighborhoods. Both programs were intended to address these challenges incrementally as they emerge or change over time. For example, traffic calming was needed on Maroon and Sopris Avenues when Elk Avenue operated as a one-way street and additional vehicles were required to navigate these parallel streets. The need for traffic calming on both of those streets diminished once Elk Avenue was converted back to a two-way street and traffic volumes returned to their historic levels.

This annual review of the Town’s traffic calming and parking management programs provides the Town Council the ability to review the previous year’s actions and to make necessary changes based on data and community feedback to ensure each effort can address any unintended outcomes and continue to meet the intentions of the TMP.

Traffic Calming - The Town’s adopted traffic calming policy has two criteria outlining how the Town manages seasonal traffic challenges annually on its residentially zoned streets using its 47 flowerboxes, 10 mid-block crosswalk signs, and its 23 mid-block “pop-up” speed limit signs. Note the complete Traffic Calming Policy is provided as an attachment to this report.

- Residentially zoned streets with the following two criteria:
 - i. An 85th percentile speed exceeding the posted speed limit.
 - ii. An average daily traffic (ADT) minimum of 300 cars per day
- Residentially zoned streets with one, or both, of the following criteria
 - i. Residential units fronting the street.
 - ii. School, park, or public use fronting the street.

These criteria are supported by a scoring system designed to identify which residential streets in town are facing the most difficult situations and prioritizes the distribution of Crested Butte’s limited traffic calming resources.

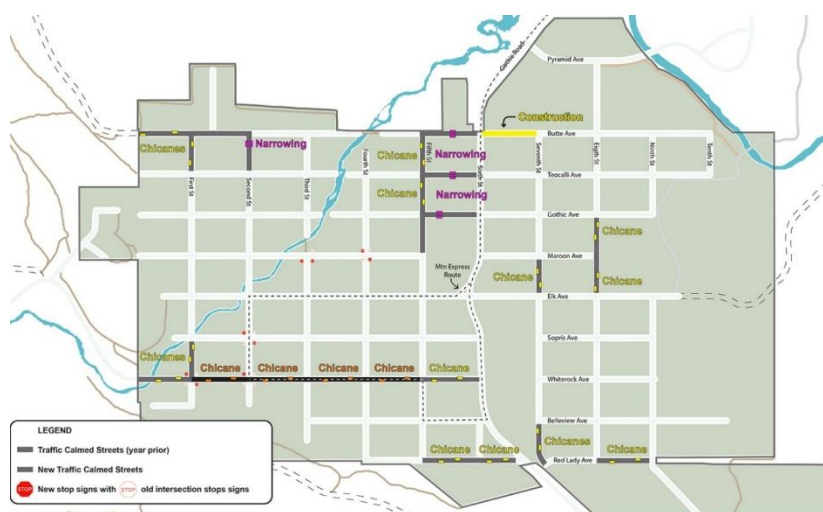
- Distribution Priority Methodology
 - i. Speed Data: 85th percentile speeds exceed the posted speed, 5 points per 1 mph from 16 to 20 mph and 5 points per 1 mph > 20 mph
 - ii. Average Daily Traffic: 10 points per 100 vehicles over 300 vehicles a day. Max 50 points
 - iii. Public use: 10 points within 300 feet of a school, park, or public venue
 - iv. A minimum of 45 points is needed.

The Town's Traffic Calming Policy balances this technical approach to distributing its limited traffic calming resources with a commonsense criterion of activity monitoring the changes in travel patterns that wouldn't be captured in the data collected the previous summer. These include:

- Neighborhood Stability. These items evaluated annually should be weighed in the final determination of traffic calming resource distribution and warrant traffic calming measures regardless of the minimum criteria listed above.
 - i. Street impacted by regional traffic (Example: Kebler Road impacts on Whiterock)
 - ii. Streets impacted by traffic diverted from traffic calming measures.
 - iii. Streets impacted by traffic diverted from road or wet utility construction.
 - iv. Traffic anticipated from new residential construction (Example: Butte Avenue from Mineral Point in 2025/26)

Lastly, the Traffic Calming Policy follows the Town's decision-making framework, outlined in the Compass, and actively engages the community for an annual review of the program to gather feedback and hear what is working and what needs improvements.

During the summer of 2024, the Town distributed its traffic calming resources according to the new Traffic Calming Policy for the first time. The adjacent map shows the 2024 traffic calming measure distribution. Note, stop signs, while not considered traffic calming measures (they are traffic control devices) were added to five intersections: Fourth/Maroon, Third/Maroon, Second/Sopris, Second/Whiterock, and First/Whiterock.



Data - The performance of the 2024 traffic calming measures was not evaluated as the Town Council did not budget money for utilization of a third-party big data mobility provider (Streetlight). That said, staff previously analyzed the effectiveness of the chicane configuration and found they reduce traffic speeds by 2-4 mph. Staff assumed the street narrowing configuration used on Butte, Teocalli, and Gothic is more effective at speed reduction as it requires a yield condition which requires motorists to slow down.

Two challenges occurred in the summer of 2024 which delayed the distribution of the Town's flowerboxes.

- 1) Road reconstruction of Eighth Street and Elk Avenue (east of Sixth)
- 2) Supply chain issues in obtaining necessary Manual on Uniform Traffic Control Devices (MUTCD) "divert signs"

Public Comment - Staff did not observe, or hear from the community, that any unintended impact occurred with traffic being displaced to adjacent streets from the 2024 traffic calming plan.

However, staff did respond to several citizen concerns regarding the placement of a chicane on Red Lady Avenue between Seventh and Eighth at the Crested Butte Community School entrance. Their concerns were that placing traffic calming devices so close to the entrance contributed to congestion around the school. The chicane was removed from that block.

Staff did get complaints regarding the impact of the Eighth Street construction, channeling additional traffic to Butte Avenue. Butte Avenue was the only consistently open connection to Paradise Park during the reconstruction project. Butte Avenue residents asked for more traffic calming devices to mitigate the increase in traffic.

Additionally, staff facilitated a “transportation station” at the four Compass Navigation summer block parties to gather additional community feedback on the Town’s traffic calming and parking management programs.

The summary of community feedback gathered at the block parties is included as an attachment to this staff report. In the summary report, you will find a mix of community concerns and compliments regarding the town’s traffic calming initiatives. Some concerns were raised that the devices are dangerous and add speed to the residential streets, while other comments received emphasized appreciation and requests for additional flowerboxes to be distributed on their streets.

For the record, there is no evidence the flower boxes increase the overall travel speeds on a roadway. That said, staff does not doubt that there are occasional situations where a motorist may increase their speed to avoid a conflict. As for crash data, there were no reported incidents of a collision involving a flowerbox from the fire district, or Town Marshal since they were installed in the summer of 2021.

To summarize, there was no clear consensus, positive, or negative, given during the block parties regarding modifying the 2024 distribution of the flowerboxes other than to better coordinate their distribution with street resurfacing projects. Staff agrees with the observation that staff could have better coordinated the traffic calming effort with the known roadway construction projects.

Parking Management –Crested Butte’s parking challenges are centered around parking convenience, not a parking shortage. The Town has more parking spaces than the demand for using them.

In general, everyone wants to park immediately next to the intersection of Third and Elk, or near a Mountain Express bus stop, creating a parking challenge adjacent to those locations. Yet there are numerous available parking spaces within a reasonable walk to either location, including on-street parking spaces and the Town’s surface parking lots, including the 4-way.



The Town's parking management strategy is based on increasing parking turn-over along Elk Avenue and mitigating the over-parking occurring in neighborhoods near key destinations.

The program expanded from Downtown in the winter of 2024/25 to include residential streets within 500-feet of the Mountain Express bus stops along Sixth Street. Concerns were raised during the TMP that the neighborhood streets of Butte and Teocalli Avenues, between Fifth and Seventh Streets and Maroon and Elk Avenue between the 4-way parking lot and Seventh Street were being over parked by skiers, impacting the quality of life of businesses and residents along those streets (like Maroon and Sopris adjacent to Elk Avenue).



The initial implementation of parking management near Sixth Street requires cars that park on those residential streets for more than two hours to have a Skier Permit. Any resident of Gunnison County can acquire a skier permit free of charge. People wanting to park near the Mountain Express bus stops along Sixth Street simply need to provide evidence of their county residency to register for the new permit.

To date, 287 skier permits have been issued by the Town. 109 applications are on hold as they have not provided proof of residency.

Data - The last parking origin study was conducted for the 2022 winter season during the TMP. That study showed 90% of the cars parked in the 4-way parking lot did not reside in the Town of Crested Butte. Unfortunately, that analysis could not be updated this winter as the Streelight data was not collected due to budget constraints.

Parking utilization data collected by Interstate for December and January 2025 showed low parking utilization on residential streets and at the 4-way.

					4-way & Tennis Courts Utilization		
Parking Utilization		Butte Avenue	Teocalli Avenue	Elk/Maroon Avenue	(Capacity: Summer 150 Winter 115)		
Weekend Average	11PM	15%	29%	15%	Weekend Average	11PM	54%
	2PM	15%	35%	15%		2PM	81%
	6PM	13%	25%	6%		6PM	26%
Weekday Average	11PM	15%	32%	6%	Weekday Average	11PM	49%
	2PM	15%	35%	10%		2PM	64%
	6PM	11%	30%	5%		6PM	24%

Low snow amounts in January limited parking demand on Town streets and parking lots. Staff has requested Interstate provide parking utilization data for the 4-way and skier permit area for February 14-15 as they were the season's biggest powder days, as well as a holiday weekend. Staff will present those numbers at the council meeting as they are not available at the time the staff report was produced.

Discussion:

To consider modifying, or not, the proposed summer 2025 and winter 2025-26 traffic calming and parking management programs, based on 2024-25 data and community feedback.

Climate Impact:

No climate impacts were calculated. However, it is important to note parking management policies are a key factor in determining transit ridership. Transit is a key factor in decreasing the use of single occupant vehicles and reducing the impact their greenhouse gas emissions have on the climate.

Financial Impact:

No changes are recommended to the 2025 summer and 2025/26 winter, traffic calming and parking management programs. As a result, there are no changes requested to the Town of Crested Butte's 2025 Transit and Mobility Fund's allocation for traffic calming and parking management.

- 2025 Traffic Calming – No funds budgeted
- 2025 Parking Management - Expense \$98,537, Revenue \$50,000, Net **-\$48,537**

Legal Review:

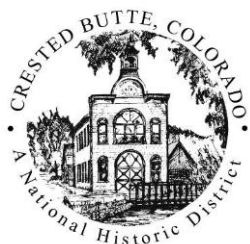
No legal review was conducted.

Recommendation:

To discuss feedback on both programs and provide direction on each program moving forward for this year. Staff's recommendation is to continue the summer 2024 and winter 2024/25 traffic calming and parking management programs unchanged for the summer 2025 and winter 2025/26 seasons.

Attachments:

- 1) Town of Crested Butte's Traffic Calming Policy
- 2) 2024 Block Parties Feedback Summary
- 3) Interstate Parking – Winter Parking Counts – Raw Data



TOWN OF CRESTED BUTTE TRAFFIC CALMING POLICY

1. Seasonal application

- a. Summer use only, June-September

2. Eligible streets

- a. Only the streets zoned residential. No non-residentially zoned streets.
- b. Residentially zoned streets with the following two criteria:
 - i. An 85th percentile speed exceeding the posted speed limit.
 - ii. An average daily traffic (ADT) minimum of 300 cars per day
- c. Residentially zoned streets with one, or both, of the following criteria
 - i. Residential units fronting the street.
 - ii. School, park, or public use fronting the street.

3. Traffic Calming Toolkit

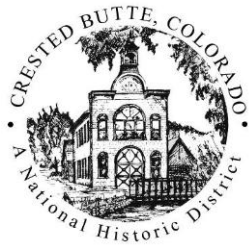
- a. Eligible Measures: Temporary horizontal deflection measures (chicane, island, and narrowing) and digital “your speed” signs. Pop-up speed limit signs will be used on an as available basis and will not be replaced after they break.

4. Distribution Priority Methodology

- a. Speed Data: 85th percentile speeds exceed the posted speed, 5 points per 1 mph from 16 to 20 mph and 5 points per 1 mph > 20 mph
- b. Average Daily Traffic: 10 points per 100 vehicles over 300 vehicles a day. Max 50 points
- c. Public use: 10 points within 300 feet of a school, park, or public venue
- d. A minimum of 45 points is needed.

5. Neighborhood Stability. These items are evaluated annually and warrant traffic calming measures regardless of the minimum criteria listed above.

- a. Street impacted by regional traffic (Example: Kebler Road impacts on Whiterock)
- b. Streets impacted by traffic diverted from traffic calming measures.
- c. Streets impacted by traffic diverted from road or wet utility construction.
- d. Traffic anticipated from new residential construction (Example: Butte Avenue from Mineral Point in 2025/26)



TOWN OF CRESTED BUTTE

TRAFFIC CALMING POLICY

6. Community Engagement, Annual Policy Review, and Public Comment/Appeals

- a. Staff will facilitate community neighborhood block parties in the summer months to review the success and shortcomings of the 2024 traffic calming measure distribution. Feedback will be analyzed and shared with Council for the refinement of the next year's program.
- b. Staff will budget a big data mobility subscription to analyze the previous year's traffic calming program (traffic speed and traffic volumes). The analysis will occur every January as that is when the data becomes available.
- c. Staff will facilitate a Town Council work session to review previous year's program, present the recommendations for the next year's program, and allow public comment for potential changes to the program every March. Staff will share community input gathered, technical analysis, and the recommended traffic calming measure distribution for the next summer's program. Public comments/appeals will be encouraged during the study session.

2024 Block Parties Feedback Summary

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About the Block Parties

During the summer of 2024, the Town of Crested Butte (Town) partnered with Currie Consulting Group to host four block parties (one in each quadrant of Town), with the following objectives:

Objectives and Format

1. **Community convening and building:** Bringing together neighbors, community members, Town staff, and elected officials to get to know each other, have fun, and provide a forum to connect as a community.

General fun activities, music, food, and an open format for each party provided the opportunity for an organic social gathering. Through this format, many conversations occurred between community members, and with Town Staff and Council members.

2. **Compass Navigation awareness:** Provide education, solicit outreach, and create opportunities for open communication with Town staff and council members. Learn more about and share information on the Compass Navigation effort, which is an integrated planning process comprised of the Transportation Mobility Plan (TMP), Historic Preservation Plan (HPP), Climate Action Plan (CAP), and Community Plan (CP).

Two “Navigation stations” were at each entry point of the event to welcome attendees and explain the Compass Navigation Process. The entrances included information boards about Compass Navigation and upcoming events, as well as a feedback board to share what folks want to see more and less of in the future of Crested Butte. We also invited everyone to create a personal pledge that describes how they want to participate in planning Crested Butte’s future.

3. **Transportation Mobility Plan implementation input:** Provide the opportunity to share information and data and solicit specific feedback on implementation items from the Town’s Transportation Mobility Plan, including traffic calming, parking permits, and preliminary design of the Red Lady roundabout.



A “Transportation Station” was staged at each event within a Mountain Express bus to solicit specific transportation related feedback, including traffic calming, parking, Mountain Express’s transit plan, and the Red Lady roundabout (at the final block party).

4. **Individual Plan and Outreach Tables:** Provide the opportunity to share information and solicit feedback relating to the Climate Action Plan, Community Plan, and the Town Census.

Each event featured a series of outreach tables with information and feedback boards related to the Climate Action Plan, Community Plan, and completion of the Town census. Additionally, the Town partnered with other organizations to share information including the Gunnison Valley Regional Housing Authority, Housing Needs Assessment Household Survey.



Attendance Snapshot

Each block party had the following estimated attendance, using a combination of sign in sheets, conversations, and clickers:

1. Party 1 (Northwest): 40
2. Party 2 (Southwest): 60
3. Party 3 (Northeast): 40
4. Party 4 (Southeast): 60

Feedback Takeaways

The following three big themes were heard across the different outreach tables and boards, as well as through block party conversations. The remainder of this summary includes more specific information on each plan, with categorized individual comments from the outreach boards and a summary of individual conversation topics.

1. There is too much going on.

Many block party participants shared that the Compass planning initiatives and perceived pace of change can feel overwhelming. On the flip side, there was great appreciation for how the block parties, Navigation campaign, and survey provided a way to learn about and engage in all of the plans, and their interrelatedness, at once. Additionally, the block parties were a reminder that Crested Butte is a small town with a big community. Many conversations on this topic also emphasized the regional context of these plans and the importance of ensuring that all those who not only live in town, but work, recreate, bring their kids to school, and/or hang out in Town have a voice to shape Crested Butte’s future, are crucial for navigating Crested Butte’s future.

2. Concerns about losing our community and affordable housing.

Retaining Crested Butte's community and quality of life emerged as top priorities, but participants expressed needing to find affordable housing solutions that can maintain Crested Butte's small-town and rural feel. Reminders of challenges with affordable housing and cost of living were raised on the outreach boards and several specific ideas on affordable housing were shared as well.

3. Concerns about parking and transportation.

Parking and transportation continue to be significant topics of discussion, where several attendees indicated they want to see more parking in Crested Butte's future, while at the same time sharing they want to see less cars and traffic. The Transportation Mobility Plan aims to de-emphasize cars while focusing on walking, biking, rolling, and transit, and while the Transportation Mobility Plan has been adopted, implementation is a work in progress and its pace of implementation will reflect ongoing community feedback.

The Town will incorporate all of the feedback received into each of the different Compass Navigation Planning processes, specifically for:

- **TMP:** This feedback will be used for continuing implementation of the TMP. Upcoming opportunities to continue providing feedback include a Town Council discussion on potential winter parking management changes on September 16, 2024 and an annual parking summer in March at a regular Town Council meeting. Additionally, the kickoff of the Red Lady roundabout design is anticipated to start in January 2025.
- **HPP:** By building more awareness of the HPP at the block parties, those who attended will be informed of opportunities to weigh in on the final draft of the HPP plan and its recommended preservation strategy. The Town Council and BOZAR will have a joint work session to discuss the final draft on October 7, 2024.
- **CAP:** The feedback solicited at the block parties will guide the development of alternative actions to include in the draft Climate Action Plan, which will be published in October for a month-long feedback period.
- **CP:** The feedback received at the block parties will be used to help guide development of success measures and alternative solutions, which will be discussed in more depth with the community at the Community Design Charette from September 9-14.

All information about all of the plans, including where each plan is in its process, details on upcoming events, and public comment periods can be found on the Compass Navigation webpage at www.crestedbutte-co.gov/get-involved. Lastly, the webpage includes a sign up link for the Town's civic engagement e-blast, which sends out outreach opportunities to continue participating in navigating Crested Butte's future.

When it comes to Crested Butte's future...
I want to see more: *more people, more money, more jobs, more...*

I want to see less: *less of the old, less of the new, less of the...*

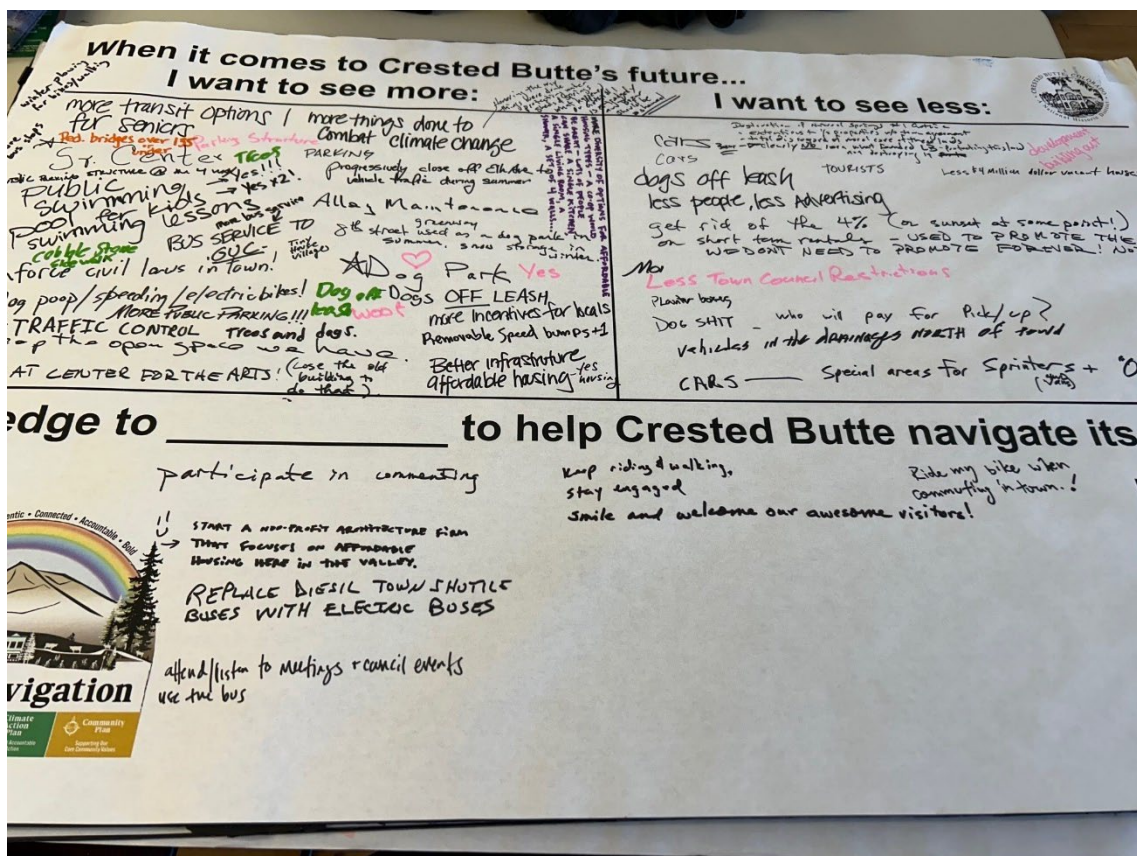
Parking *Flowers in flower boxes*
No more lawn mowers or weed eaters or leaf blowers! No
Senior Center - Senior lunches YES! *Vinyl*
low parking adjacent to bus stop especially in the winter
no guards *lights on elk during peak times*
Crested Butte... *ADA Access and more*
things as they are
with no removal from town leaving shop in my
BE NICE

Pushing the problem around
No more giving away town water
to parking on too many employees
EXCESS: *cars use products*
cars tracking mud, water, horse, lake
for parking
Less about as possible
Real Estate Taxes
TAPP advertising CB
Keep CB funky, home to
stay cats.
dog shit + more
leashes
signs letting folks know
that bagging + leaving
it doesn't work -

Speed Enforcement
signage for trails close to town
incentives for locals
trying to keep rents
low

Engagement
Bike more
Take the survey!

Recently in Europe: signs everywhere
encouraging TOLERANCE ... picture
of hiker/biker/tractor/etc.



What do you want to see more of in Crested Butte's future?

- **Housing & Affordability**

- More mobile homes as affordable housing
- Incentives for working locals (2)
- More openness to more density for affordable housing and to use parcels that have been passed over for affordable housing. More affordable housing, it's the #1 priority. Yes.
- Higher density units
- Incentives for locals to keep rents low
- Affordable housing
- Affordable restaurants
- There is no more room to develop in CB
- Affordable good food
- More incentives for locals
- Tiny house village
- Better infrastructure affordable housing – yes housing
- More diversity of options for affordable housing types – a co-op would be great – lots of people can share a single kitchen, a single living room, a shower, a set of 4 walls
- Have realtors put their 1% into our community

- **Transportation**

- Non-motor right of ways
- Flowers in flower boxes
- Parking garages – No!
- Parking garage (4)
- Winter alley maintenance in bad dog alley
- Allow parking adjacent to bus stops – especially in the winter – Ditto
- Cross guards/lights/on elk during peak times
- Slower travel speeds
- Help with snow removal from town leaving snow in my driveway exit
- Speed enforcement
- More 4-way stop signs. It's time in certain areas, especially the summer.
- Signage for trails close to town
- Car Free Elk in summer (2)
- Transit for less abled
- Roundabouts at school + Skyland
- Transit from airport
- Our 2 parking spots back at mikey's instead of flower pots
- More parking by big mine and cross walk/speed bumps
- Please make the walk past the skate park up to the bench safe and smooth on the third street side. I walk up and down from my house most days and don't want to walk where people are skating and riding. Please smooth the trail and get rid of the street sections.
- Paid parking on elk
- Parking! (3)
- Make Butte Ave a thru road
- Trolley on rails, circulator in town
- Stop signs at key intersections (4th and Bellevue)
- Ski racks on town buses
- No construction vehicles on seventh
- No flower boxes in the road
- No restaurant seating in the street – we are not a strip mall
- Sidewalks!
- We need a crosswalk from the trailer park on red lady
- Speed bumps (2)
- Plow parking spots at the 4-way parking area
- A path based from Skyland to cb south
- More transit options for seniors
- Winter plowing for bikes/walking
- More bus stops
- We need more bus service to outlying areas
- Get public transit to our airport
- Roundabout top of elk (keep traffic on Elk)
- Bus service to the airport
- Cobble stone sidewalk
- Pedestrian friendly walkways away from roads
- Traffic control

- **Accessibility**

- ADA access around town

- Handicap parking

- **Climate Action**

- No gas more lawn mowers or weed eaters or leaf blowers!
- Electric buses
- Keep the open space we have

- More things done to combat climate change
- Honor the way things were done protecting watersheds and springs

- **Community amenities**

- Senior center – senior lunches. Yes! (5)
- Options for youth/sober people after 6pm (this!)
- We need a town square, that is an attractor to locals
- Diverse music
- Pool/rec center. (3)
- Dedicated mountain bike trails separate from walk/hike trails
- We need a recycling center for the north valley
- Dog park

- 8th street used as a dog park in summer, snow storage in winter
- Alley maintenance
- Wildflowers
- Keep it green between sidewalk and street
- Enforce civil laws in town
- Dog poop/speeding/electric bikes
- Dog off leash, woof
- Trees and dogs

- **No change**

- Leave things as they are

- Let's keep the town culture as its been and why people visit

- **Tourism**

- Recently in Europe: signs everywhere encouraging tolerance...picture of hiker/biker/tractor

- Short-term rentals

- **Events**

- Vinotok
- Park events
- Safe travel across 135 and along 135 for bikes and skis
- Allow parking by the gas café bus stop
- More town-based volunteer days

What do you want to see less of in Crested Butte's future?

- **Transportation**

- No planter boxes in the street! Bikers and cars hit them. I as an EMT have to respond. They make cars speed, not slow town. (4)
- Cars trolling for parking
- Parking control > use better transportation for positive movement
- Sidewalks with bikes on more streets to make it bike and ped friendly
- Cars in town (7)
- Eliminate permit parking
- Less traffic noises
- No parking restrictions until alternatives are in place for all
- Traffic on gothic road and trailheads
- Money for winter towing, we need a tow truck!
- No paid parking!
- No snow storage at the 4-way!
- Vehicles in the drainages north of town
- Special areas for sprinters and overlanders

- **Addressing challenges**

- Pushing the problem around
- Spending on too many employees
- Less trying to solve too many problems at once
- Less town council restrictions

- **Influence of wealth**

- Billionaires playing monopoly with CB
- Selling out to money interests
- Development for people who aren't here yet
- Projects being allowed
- Less \$4 million dollar vacant homes
- Development building out
- Less ADUS as glorified garages

- **Affordability**

- High end restaurants – more places for local/casual dining and food trucks

- **Tourism**

- Advertising
- TAPP advertising CB

- Short-term rentals
- Uneducated visitor
- Signs that people actually read
- Marketing – we’re busy enough
- Less people, less advertising
- **Environment**
 - Green lawns, focus on native grasses
 - Excess single use products idling vehicles, lights on all night, non native, water heavy landscapes
 - Bluegrass
- **Quality of life**
 - Noise i.e. traffic, random parties after midnight, fireworks
 - Lights at night!
- **Losing businesses or neighbors**
 - Loss of the Brick, etc.
- **Infrastructure**
 - No more giving away town water
- **Taxes**
 - Real estate taxes (2)
- **Social dynamics**
 - Less us vs. them. We’re all humans who love CB, whether full-time, part-time, or here temporarily.
- **Pets**
 - Dog shit and more leashes. Please, signs letting folks know that bagging and leaving it doesn’t work
- Tourists
- Get rid of the 4% (or sunset at some point). Sales tax on short term rentals. Used to promote the area! We don’t need to promote forever! Not anymore
- Less trash
- Weeds
- Destruction of natural springs, total disregard of moral care of these lands
- Light pollution
- No more leaf blowers in summer (noise, air, pollution)
- Dark streets
- Complaining on social media. Take real action!
- Dogs off leash
- Dog poop – who will pay for pick up?

What do you pledge to do to help Crested Butte plan its future?

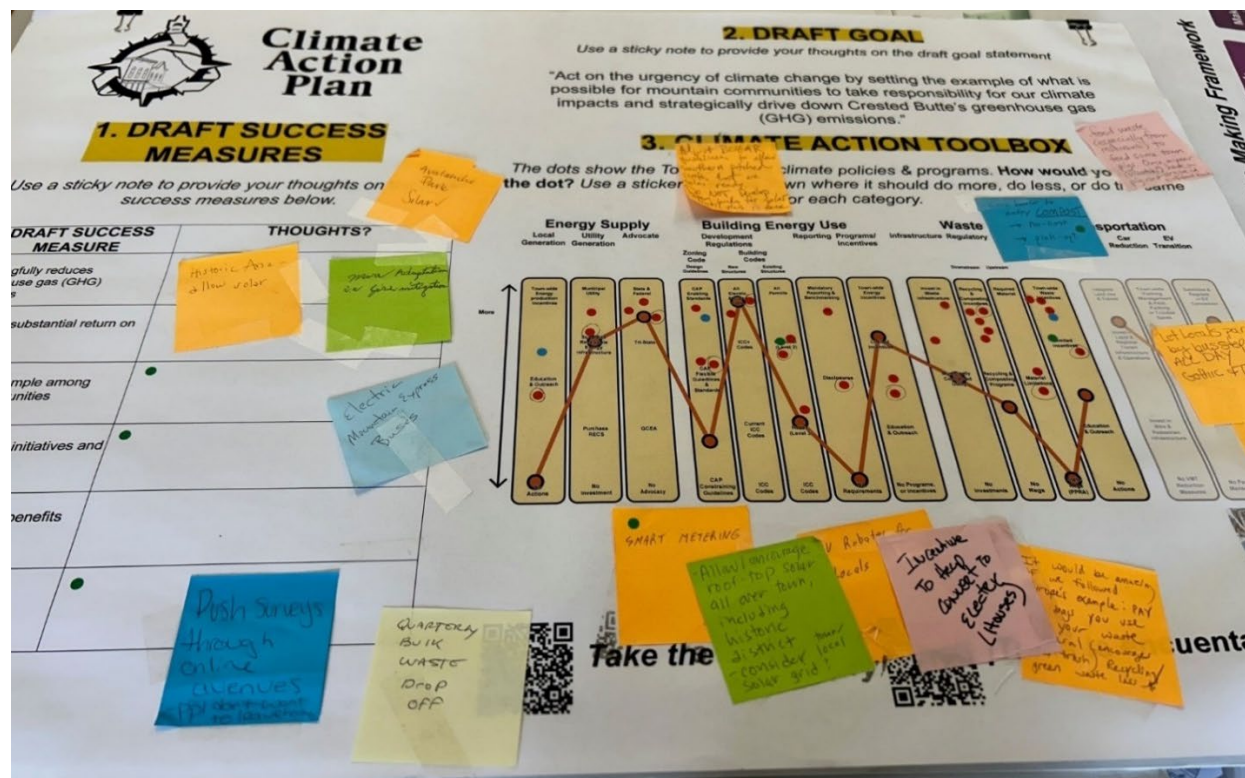
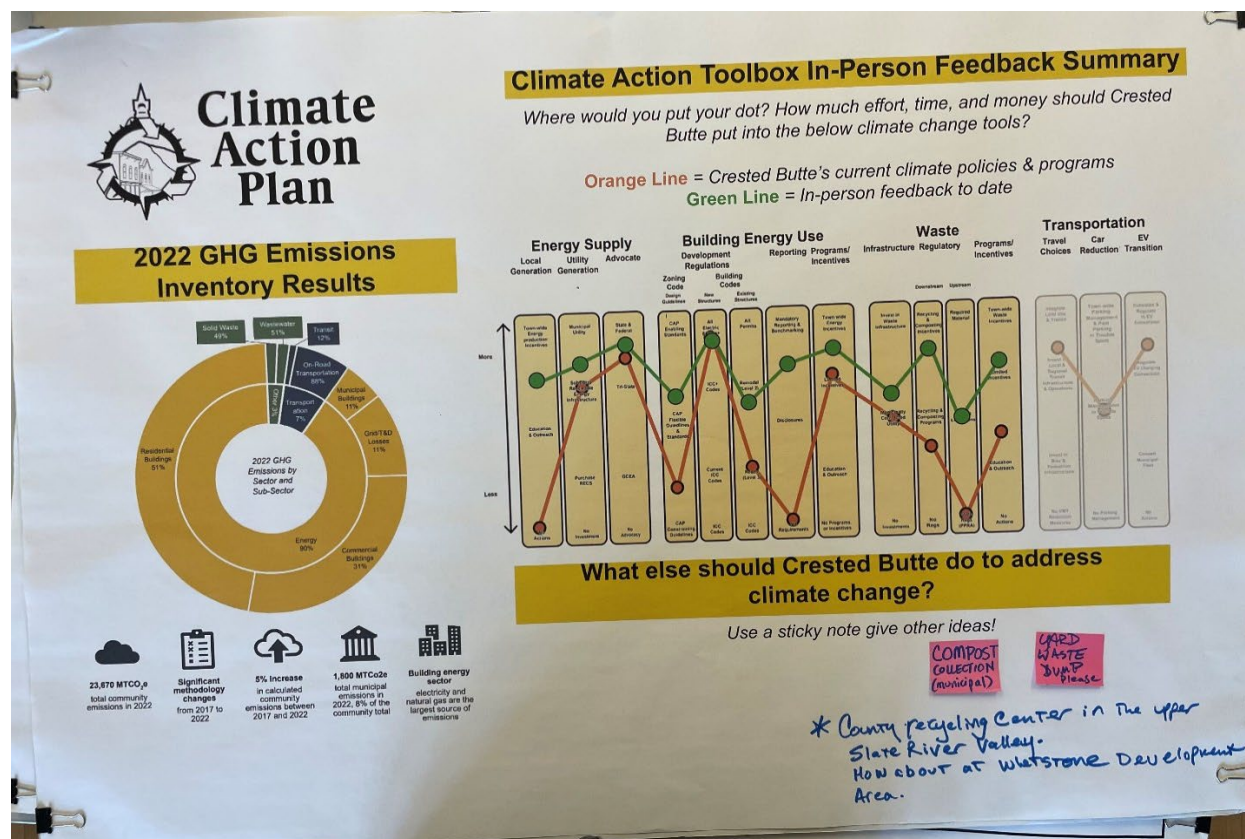
- Staying involved
- Keep paying sales tax, same.
- Active civic engagement
- Bike more
- Take the survey!
- Keep CB funky, home for human stay cats
- Show up at these and other events!
- Bike lights enforcement!
- Tell my friends about the survey!
- Continue to spread the word about showing up/taking survey – yes, me too!
- I'll be happy to attend meetings if I'm here/available
- Spread the word
- Keep positive about keeping the future of our little town alive! We don't need to "fix" problems we do not have
- When I visit I'll make sure to pick up trash
- Participate in commenting
- Start a non-profit architecture firm that focuses on affordable housing here in the valley
- Replace diesel town shuttle buses with electric buses
- Attend/listen to meetings and council events
- Use the bus
- Keep riding and walking
- Stay engaged
- Smile and welcome our awesome visitors
- Ride my bike when commuting in town

Climate Action Plan

The CAP is guided by the Town's strategic goal to "act on urgency of climate change". This plan will evaluate where the Town is in meeting its greenhouse gas emissions reduction goals informed by a partnership with the Brendle Group, update the goals moving forward, and prioritize what additional actions are needed to ensure the Town meets those goals.

The CAP table included conversations with the Town's Sustainability Coordinator. An informational activity board was used to gather feedback on the CAP and to understand how people want the Town to adjust climate-related actions within its influence or control."

What tools and actions you want to see deployed in the CAP?



2030 Proposed Climate Actions
Place a green dot next to the actions you like and a red dot next to the actions you don't!
Use sticky notes to tell us more about your opinion.

Climate Action Plan

Tool	Proposed Action	One (1). Real World Example
Building Energy Use		
Zoning Code (Design Guidelines)	Increase Design Guidelines Flexibility	Allow for passive solar design
NEW: Zoning Code	Allow for more diverse housing stock	Single family homes & multi family homes allowed in one zone
Building Code (new buildings)	Electrification of commercial equipment	A new restaurant must have an electric stove
Building Code (existing buildings)	1. Requiring energy systems electrification if disturbing area (Level 3 Remodels) 2. Requiring energy assessments & implementation of one or more measures (all other remodel types)	1. Converting a gas kitchen to an electric kitchen when a remodel includes that space. 2. Having to replace lightbulbs with LED in the house if a bathroom gets remodeled.
Reporting	Require energy disclosures	Homeowners disclose their home's energy use upon sale
Programs/Incentives	Energy efficiency and electrification incentives for all property types	The Town would incentivize homeowners to electrify/improve efficiencies
Energy Supply		
Local Energy Generation	Require local generation or fee in lieu for new construction	New buildings required to install solar or geothermal or pay fee in lieu
Utility Energy Generation	Encourage partnerships for increased renewable energy generation	Work with Gunnison County Electric Association (GCEA) for more renewable energy
Advocacy	Advocate for increased local and utility generation	Push on renewable energy policy
Waste		
Infrastructure	Require adequate space for trash/recycling/eventual compost in new buildings	A new building must have enough space for trash, recycling, and compost
Downstream Waste (what we throw away)	1. Implement a "Pay as you Throw" (PAYT) program 2. Require low to zero waste special events	1. Trash costs more than recycling and composting 2. Town requires special events eliminate single-use materials
Upstream Waste (materials we use)	1. Require more sustainable materials or ban certain plastic/waste materials 2. Construction & Demolition waste recycling requirements	1. Restaurants cannot provide single-use plastic containers 2. Construction site waste must be recycled
Waste Programs/Incentives	Provide Town-funded waste incentives for all residents and businesses	Town supports residences or business in compost participation
Transportation		
No new actions proposed. See Transportation and Mobility Plan (TMP)		

Additional action ideas (specific comments):

• Renewable Energy

- Avalanche park solar
- Allow solar on historic roofs
- Adjust BOZAR guidelines to allow southern pitched roofs that are solar ready. Do not develop open lands for solar until this is done.
- Allow/encourage rooftop solar all over town, including historic district. Consider local solar grid
- Avalanche Park could have been multi-use (housing)

• Building Energy Use

- Incentive to help convert to houses to electric
- Smart metering
- Can electrification provide redundancy? If CB is all electric, what happens when the power goes out?
- People should have the choice to choose what they want for their homes.
- BOZAR and climate should be talking to each other. Upgrading historic homes and adding solar to roofs are very challenging and has limitations.

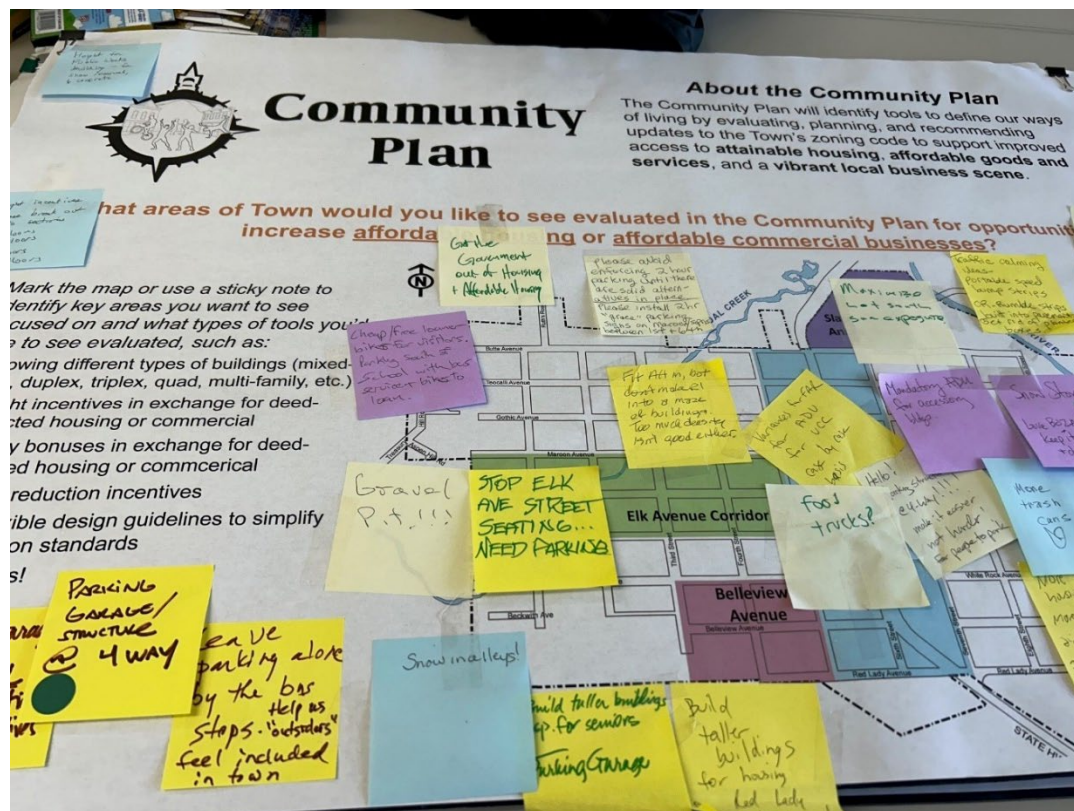
• Transportation

- Electric mountain express buses
- Let locals park by bus stops all day on Gothic and Teo
- School buses for CB school expansion
- Electric car rebates for locals
- **Waste**
 - Quarterly bulk waste drop off
 - Less barrier to entry for composting – no cost, pick up?
 - Food waste, especially from restaurants to feed some town pigs. Once a year (Vinotok) have a pig roast or give it to food bank
 - Follow Europe’s example of paying for bags you use for your waste (encourages less trash)
 - There should be more hazardous waste drop off events (paint, batteries, etc.).
 - Pay as you throw programs won’t work because of bear proof bin sizes
 - Town should implement a municipally run compost program
 - The North Valley should consider a recycling center – maybe near the Whetstone development.
 - Battery and paint disposal
- **Resiliency**
 - More adaptation and fire mitigation

Community Plan

The CP will serve as the community map that touches every corner of Town and will seek to balance the Town’s strategic goals of “enabling people who live and work here to thrive” with “accommodating growth in a way that maintains our rural feel”. This plan will identify zoning and land use tools that impact our ways of living by evaluating, planning, and recommending updates to the Town’s zoning code to support access to attainable housing, affordable goods and services, and a vibrant local business scene. The Town is working with Torti Gallas + Partners and Hoffman Strategy Group to support development of this plan.

At the CP table, the Town’s housing director had discussions regarding concerns and ideas regarding housing and a map board solicited feedback on where to deploy different types of housing or zoning tools to better enable people who live and work here to thrive. Additionally, the Housing Director promoted the household survey for the Gunnison Valley Housing Needs Assessment.



Specific tool/action ideas (individual comments):

- **ADUs**

- We would build an ADU if fees were lower and BOZAR was more reasonable
- Allow ADUs above all alley garages. Increase density to allow more ADUs.
- Variables for FAR for ADU for case by case basis (such as UCC)
- Mandatory ADU for accessory buildings

- **Density**

- High rise high density is good
- Yes, yes, yes! All of these incentives and no more single family homes!
- More density high mid rises for workers and students
- Increase height on Sixth and/or Bellevue.
- Allow more multi-family housing around town.
- More flexibility, high density housing
- Townhomes – one of the best ways to create affordable ownership opportunities. Allow townhomes only where in town.
- Density – create affordable zoning density – much higher density and allow residential higher density anywhere in town
- Fit affordable housing in, but don't make it into a maze of buildings. Too much density isn't good either.
- Height for public works building for snow removal, concrete
- Height incentives, please break out into sections 3, 4, 6, over 7 floors
- Build taller buildings, especially for seniors
- Build taller buildings for housing on red lady and Bellevue

- **Incentives**

- Create an affordable housing category that allows for relaxed BOZAR standards.
- Provide incentives (through town bills) for long-term folks with deed restricted houses (owner-occupied and rented) in particular

- **New Housing Locations**

- Housing on Seventh St, east side of street grassy strip (snow storage could be moved to softball field with removable fencing)
- Gravel pit for housing
- More affordable housing in Verzuh, more control of air bnbs/vrbs and part-time homes
- Extend Elk Avenue corridor east of Sixth Street. Bring light

businesses to near the parks
and river access.

- **Alleys**

- Alley snow removal
- Leave alleys alone. Let residents work out snow removal.
- Don't pave alleys. That's where the utilities are!
- Bad Dog Alley – snow removal/better winter access so it's easier/more safe not to drive.
- Snow in alleys
- Snow storage

- **Architecture**

- Houses all look the same. Please change.
- Maximize lot south sun exposure
- Love BOZAR, keep it strict and characteristics

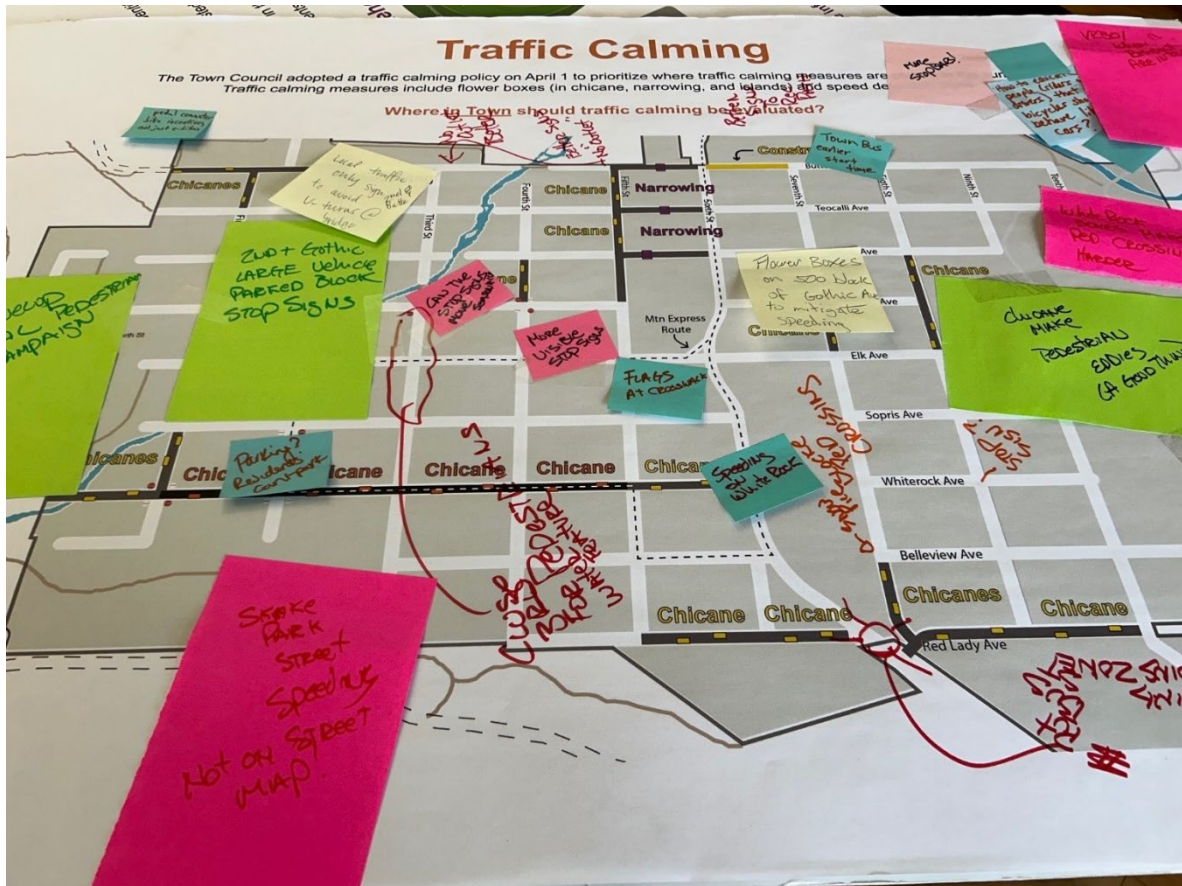
- **Transportation**

- Partner MTX/RTA buses for shop and employee efficiencies
- Roundabouts on big streets.
- All intersections should be 4-way stops
- Pedestrian overpass walkway across Sixth at the 4-way
- More defined walking path between Elk and Belleview. Sign toward NC too?
- Allowing at least 4 hour parking on Teocalli near the Gas Café in order to catch town bus to ski area. Will help people like me (age 80)
- Enforce bicycling rules and right of ways and communicate them to visitors and community.
- Require the CFTA to provide parking for people. Alpenglow events should have happened when it was built.
- Parking garage/structure 4 way
- Parking garage, removal all parking restrictions until alternatives for all
- Leave parking alone by the bus stops. Help us outsiders feel included
- Cheap/free loaner bikes for visitors
- Parking south of school with bus service and bikes to loan
- Stop elk ave street seating, we need parking
- Please avoid enforcing a 2 hour parking until there are solid alternatives in place
- Build parking garage
- Traffic calming ideas – portable speed bump strips or rumble strips built into pavement, get rid of planter boxes
- Planter boxes suck! They stop traffic, not slow it, waste of \$

- Need 3 hour parking, 2 hour parking won't set you up for cup of coffee
 - Extend 2 hour parking to at least 3 hours. Simply not long enough, buy some land for parking lots or go up – parking structures and for the love of god get seated dining off elk avenue. So much parking is lost. Restaurants have plenty of indoor seating. Take back the street!!
 - Hello! Parking structure at 4-way! Make it easier, not harder for people to park
- **Community Amenities**
 - Senior center. Yes, absolutely!
 - Local/regional north valley Rec Center
 - Clean up disc golf course
 - My mom is 85. She's been here almost 50 years. She wants to be able to stay here her whole life and needs more services.
 - Food trucks?
- **Infrastructure**
 - New FEMA flood map affects entire town- thoughts on improving/adapting coal creek banks?
 - More trash cans
- **Efficiency**
 - More efficient building and less historical focus at BOZAR
 - Change BOZAR standards to help environmental causes. New windows, gas allowed, siding added that looks like wood.
 - Historic preservation and sustainability are important but lose value if they are only for the wealthy.
- **Outreach**
 - Survey of school kids! Great idea!
 - Get the government out of affordable housing

Transportation Mobility Plan

The goal of the TMP is to keep Crested Butte a pedestrian and townie-first community by deemphasizing cars and focusing on walking, rolling, biking, and transit. The TMP resulted in a long-range roadmap of actions that stem from an overarching strategy of improving transportation choices, managing parking convenience, and integrating land use and transportation. The TMP was adopted in March 2024, but implementing 20 years of actions will require continued active community engagement and participation to make sure the TMP is implemented in a way that is aligned with the community's



- **Specific street challenges**

- Local traffic only sign on Butte to avoid u-turns at bridge
- 2nd and gothic large vehicles park and block stop signs
- Residents can't park on Whiterock
- Skate park street speeding
- Speeding on Whiterock

- Flower boxes on 500 block of gothic ave to mitigate speeding
- Walking/driving hazard: remove middle of street 15 mph sign on second street
- Bellevue sight lines at 4th and 5th

- **Intersections**

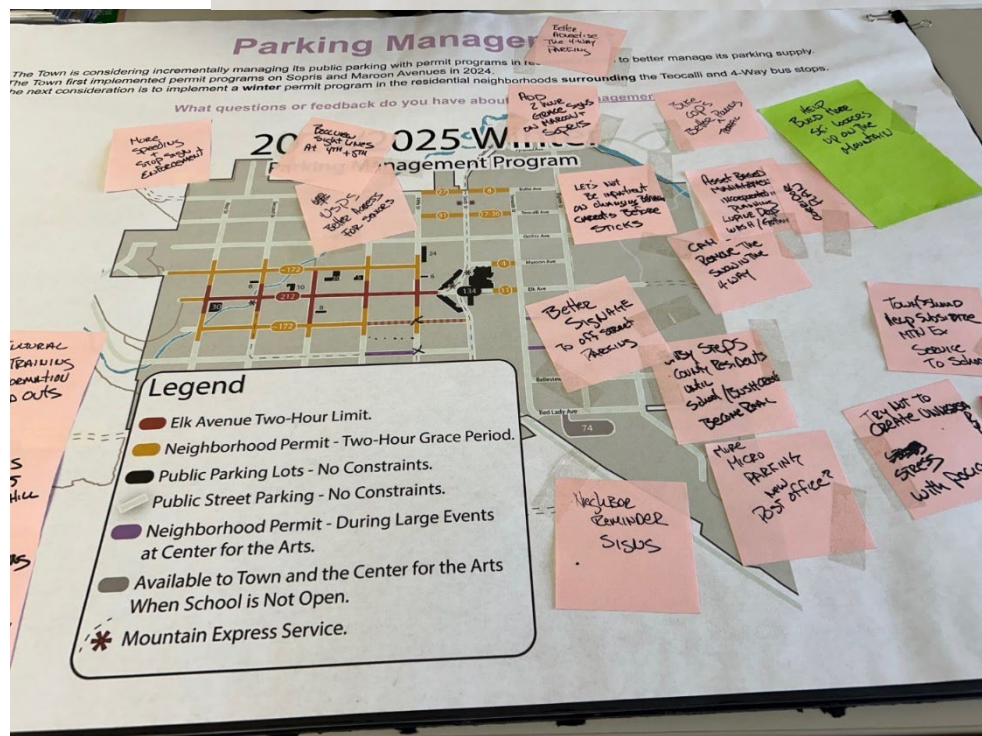
- More visible stop signs
- Flags at crosswalk
- More stop signs!

- Add bars for all stop signs
- Paint curb at stop signs

- **Traffic calming measures**

- Chicanes make pedestrian eddies (a good thing)

- Whiterock boxes make ped crossing harder



- **4-way Parking lot**

- More signs aiming people to 4-way
- Eventual parking garage at the 4-way

- Better advertise the 4-way parking
- Can town remove the snow in the 4-way?

- **Permit Parking**

- Permit parking for service industry workers who work 8+ hours or any town worker. We need parking. We get out of work past town bus hours and cannot rely on light night taxi.

Do not want to get tickets for parking over 2 hours.

- Permit parking not user friendly “no parking between arrows”

- **Paid Parking**

- Develop paid parking app

- **Specific street challenges**

- Parking is an issue on second street

- More micro parking, new post office?
- USPS better access for services

- **Time limits**

- No 2 hour parking

- 2 hour on elk – no regs elsewhere (neighborhoods, etc.)

- **Enforcement**

- Give more money for code enforcement

- Right of way code enforcement
- Bike cops

- **Signage**

- Better signage to off street parking

- Neighbor reminder signs

- **Parking Impacts**

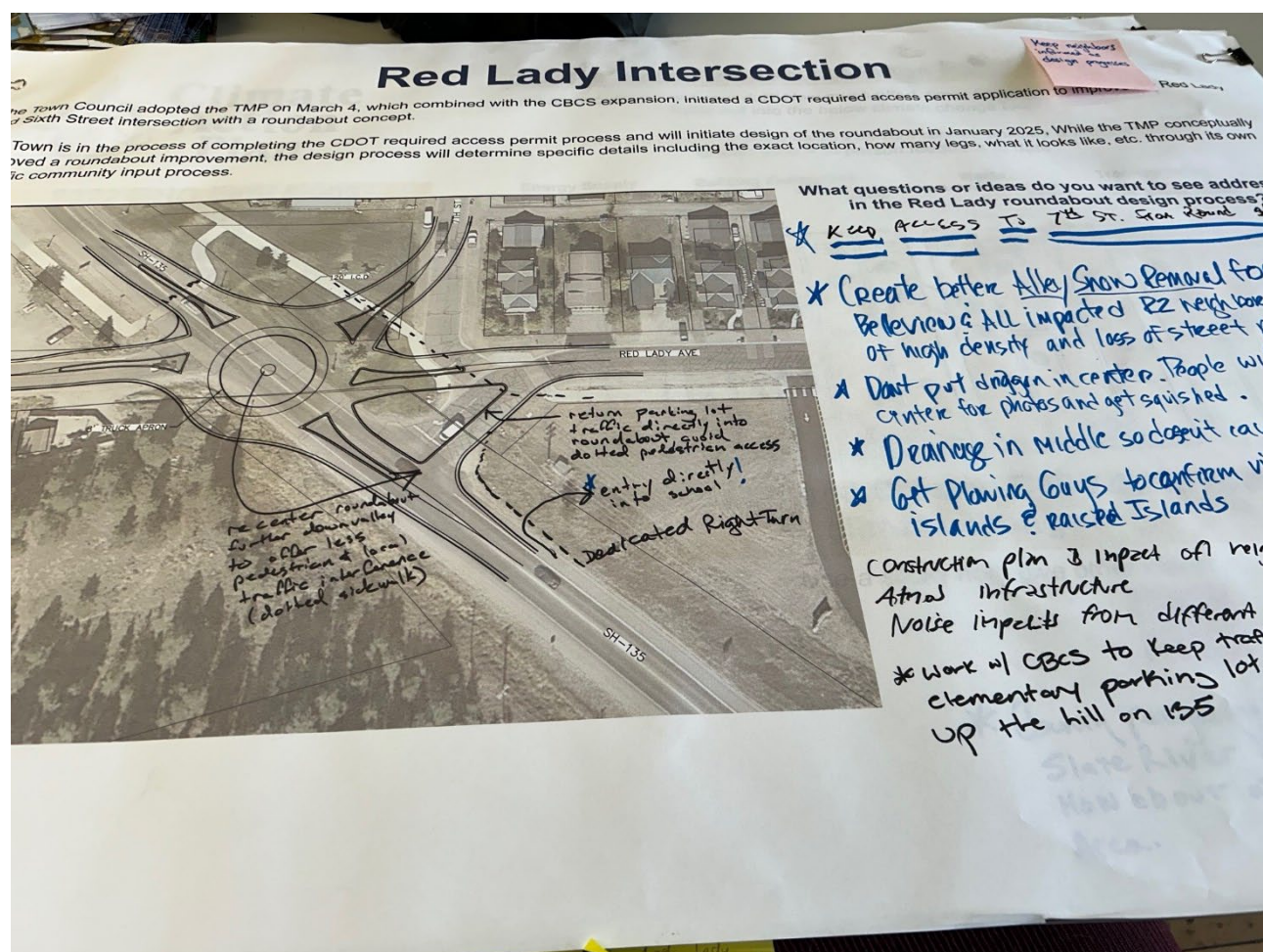
- Parking is so important to a destination resort and driving into town and parking should be easier not harder
- Regs/new parking causes parking issues to spread down the street
- Shouldn't be parking lot for vail

- Too much parking regulation > suffocates daily life of locals, workers in local areas and lastly tourists too
- Frustrated with private use of street right of way
- I know this feedback is for town folks, however, parking conversations should involve CB south residents. I'm bothered

by the talk to reduce our travel into town, reducing available parking in town and blaming some overcrowding on CB south residents. We have to come to town and we often need our cars. Please quit assuming CB south residents are the problem.

- Baby steps, county residents until school/brush creek become real
- Try not to create unnecessary stress with policy
- Let's not be impatient on changing behavior – carrots before sticks

What questions or ideas do you want to see addressed in the Red Lady roundabout design process?



- Keep access to seventh street from roundabout
- Create better alley snow removal for Bellevue and all impacted R2 neighborhoods of high density and loss of street parking
- Don't put dragon in center, people will go to center for photos and get squished.
- Drainage in middle so doesn't cause ice rink.
- Get plowing guys to confirm viability of islands and raised islands

- Inform neighborhoods of construction plan and timeline of impacts
- How will Atmos infrastructure be impacted?
- Will there be noise impacts from different flows?
- Can there be a dedicated right turn before the roundabout directly into the school?
- Ensure safe pedestrian crossings
- Work with CBCS to keep traffic turning into/exiting elementary parking lot from backing up traffic up the hill on 135

What other feedback do you have on transportation or mobility in Crested Butte?

- **Transit**

- Town bus earlier start time
- Gondola town to town
- Lupine, Washington, gulch and gothic drop offs
- Town should help subsidize mountain express service to school

- **Other modes of travel**

- Pedal commuter bike incentives, not just e-bikes
- Bikes to borrow available at certain locations could keep cars out of crowded downtown areas (does not fix thru-traffic but can alleviate downtown visitors)

- **Elk Avenue**

- Survey about downtown qualities for elk streetscape
- Electric trolley on elk
- Town square 3rd and Elk , how about third and maroon?

- **Education**

- Develop a real pedestrian first campaign
- How to educate people that bicycles should behave like cars?
- Better awareness and encouraging bikes and buses
- Tourist education nights = discount coupon
- Cultural trainings, information handouts
- Safe driver awards
- Slow down signs we can wave at people
- TAPP dollars for advertise CB's quality of life, "pace of life"
- Advertise life/visitor without cars

- **Infrastructure**

- Help build more ski lockers up on the mountain
- Support roundabouts!
- Third street pedestrian mall
- Heated sidewalks?
- Support roundabouts and more MPH signage on the highway so those that don't know the speed limit get more help with that knowledge.
- Gondolas everywhere

- Check grades of CO-135 at top of hill

Historic Preservation Plan

The HPP will establish how the Town wants to preserve its history and promote architectural diversity. This in turn will inform the Town's Design Standards and Guidelines and Chapter 16 zoning code update in 2025. The Town is working with Stan Clauson Associates to understand the historical and architectural attributes of the Town, as well as understand successful preservation strategies from other communities.

While the HPP concluded its draft Plan feedback period before the Block Parties were hosted, The Town's historic preservation officer used the opportunity to promote awareness and understanding of the HPP.

Conversation Topics

In addition to the feedback boards, several conversations were had with Town staff, Venita Currie, from Currie Consulting Group, or among community members. The following comments were heard from these organic interactions:

Party 1

More Handicap Parking

- Parking is an issue when you have people with disabilities. There needs to be more handicapped parking spaces.

Bike Racks Blocking Parking

- What is Town doing about people using bike racks to block parking in front of their homes?

Be BOLD about changing policies, processes, and zoning codes

- How can Town hit their energy codes and still preserve the Town's current architecture requirements? Historic structures and new builds are two different things. Design goals need to meet Community Compass goals. They don't align.

Be Authentic

- Being authentic doesn't mean being stuck with how things have always been done.

Climate Action Failure

- Consider mass and scale requirements. For example, the Performing Arts Center is not energy efficient.

Village Square

- Town needs to create a village square. There is no compelling reason to come to Town to enjoy making community connections other than bars and restaurants.

The Roundabout Doesn't Fit

- How does planning to accommodate 400 new cars demonstrate Town's commitment to protect the environment?

- Can you use Mountain Express as a circular for students to get to school and also use it for anyone else who needs to get around Town? Wouldn't this reduce traffic congestion and protect the environment better? Town limits have gotten bigger, and the current route isn't meeting current needs.

What about locals?

- There used to be events just for locals (chili cookoff fest). Can we create locals only events for people to gather, help each other, socialize...

Activities for children

- Local children don't have options to have fun. The theatre may go away again. What happened to the rec center idea? Children need structured recreation. What about mental health services for our youth? The gym at the county courthouse is hard to get in. The school's gyms are used constantly.

Mobile City Council Meetings

- Move city council meetings to other locations and times where people will show up to voice their perspectives.

Party 2

More Enforcement

- Police do not give out tickets for people violating parking rules. If there is no penalty then no one will follow the rules

Summer Free Cars

- No cars on Elk for specific times during the summer

Hooray for the Compass!

- We support the core values in the Compass

Party 3

Environment First

- Crested Butte's history is founded on protecting the environment. Keep protecting the environment at the forefront of decision-making.

Don't manage parking with intercept lots

- Putting more intercept or park n ride lots along the 135 corridor is needed before managing more parking in Town

Simplify construction standards

- Simplify building and architectural standards to save on costs

Town is overreaching and spending on Compass

- Compass is too overreaching and will change anyways with a future council.

Town is just too much

- There are too many people and too many challenges. It's too late to try to change anything and apathy on what could help address different challenges.

Transit for Seniors

- More transit options for seniors. We don't have places to park with the new permit parking and we can't walk that far.

Swim Classes for Kids

- Need swimming pool for kids. Going to Gunnison is inconvenient and it's costly to hire your own trainer for swimming lessons.

Close Elk Avenue

- Close Elk Ave. They did it in Boulder and everyone thought it was a bad idea, now it's a top real estate destination. I don't think people like eating at the same level as cars and buses. Close it during the summer at certain times, but no necessary in the winter. People like to wander around and let the kids run.

Stop Tourism

- Enough people live here, stop advertising. Provide more incentives for local and build better and more infrastructure
- Town is so noisy with traffic. I miss the days when you could sit out and enjoy being outside

Add Parking Structures

- I'm in favor of a parking structure at the four-way stop

Create Education Campaign

- Have a PSA to explain to visitors how to use the traffic calming flower boxes.
- Prefer the four way stops as opposed to two way stops because people don't know how to use them

Traffic Jams

- What are you doing about the traffic backing up on the way into Town from Mt. CB? Can you put someone there to direct traffic, a light, something needs to change. What about opening up the bridges in town to let traffic flow through those streets?

"Not" Driving Isn't an Option

- Some people need to drive, what are you going to do for those who do. I have a blind dog, and she can't ride the bus. I need my car for packages. I have an e-Bike and I ride it as much as I can, but I still need to drive.

Party 4

Roundabout Sounds Good

- I like the roundabout idea. I've never seen roundabouts that don't lead you to another road, but this is about just slowing traffic down. I'm just concerned about where it will go. We live at the corner of 7th Ave.

Waiting and Waiting

- I have lived here 22 years, and these conversations have been done over and over again. I'm waiting to see what will really happen.

Easy Please

- Please make affordable housing easier. The process is a lot.

Vacation Rentals

- I don't know what to do about vacation rentals, but it is a way for people to visit our town who wouldn't be able to any other way and that is important too. We can't cut town off to just people who can afford to come.

Add Circulator Bus

- Let people park next to transit and schedule the buses to operate more frequently.

Bikes for Parking

- Offer free bikes to ride into town from parking areas. You'd have to manage how to get the bikes back, but it might encourage people to bike instead of driving.

Snow Blues

- I hear snow trucks dumping snow at 5am! It's loud and wakes me up

Sidewalks

- How can you pave new roads without adding sidewalks? That seems counter to your push to ask people to walk or bike. It's a missed opportunity.

								Skier Permit Zone										115			
Date	Time	Elk Ave Cap	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments			
12/20/2024	11am	85%	9	26	4	23	10	8	23%	0	12	25%	0	0%	11	70	61%				
	2pm	85%	7	60	8	16	10	7	20%	0	10	21%	1	9%	15	65	57%				
	6pm	90%	15	74	15	34	15	6	17%	0	9	19%	1	9%	23	17	15%				
Violations issued by zone		12		5												Total Violations 17					
								Skier Permit Zone													
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments			
12/21/2024	11am	70%	12	24	6	14	6	10	29%	0	7	15%	2	18%	10	68	59%				
	2pm	85%	11	62	12	28	12	8	23%	0	11	23%	1	9%	17	72	63%				
	6pm	95%	16	61	8	23	13	2	6%	0	7	15%	0	0%	25	22	19%				
Violations issued by zone		7														Total Violations 7					
								Skier Permit Zone													
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments			
12/22/2024	11am	65%	15	30	5	19	8	5	14%	0	9	19%	2	18%	25	75	65%				
	2pm	75%	10	32	6	17	5	6	17%	0	12	25%	1	9%	19	81	70%				
	6pm	90%	11	28	14	30	27	6	17%	0	2	4%	0	0%	25	13	11%				
Violations issued by zone		13														total violations 13					
								Skier Permit Zone													
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments			
12/23/2024	11am	75%	11	34	5	23	7	9	26%	0	15	31%	0	0%	12						
	2pm	75%	13	53	7	30	8	3	9%	0	12	25%	1	9%	21						
	6pm	95%	11	73	15	34	11	5	14%	0	10	21%	1	9%	19						
Violations issued by zone		3														total violations 3					
								Skier Permit Zone													
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments			
12/24/2024	11am	65%	10	37	7	18	7	6	17%	0	15	31%	1	9%							
	2pm	85%	10	56	8	20	7	7	20%	0	16	33%	2	18%							
	6pm	75%	9	75	10	25	25	2	6%	0	2	4%	0	0%							
Violations issued by zone		1														Total Violations 1					
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments			
12/25/2024	11am																				
	2pm																				
	6pm																				
Violations issued by zone																Total Violations					
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments			

12/26/2024	11am	85%	13	50	4	24	6	2	6%	0	8	17%	1	9%	13	66	57%			
	2pm	70%	9	56	6	25	5	4	11%	0	11	23%	1	9%	16	76	66%			
	6pm	100%	13	81	17	39	7	5	14%	0	12	25%	0	0%	24	12	10%			
Violations issued by zone		6														Total Violations 6				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
12/27/2024	11am	45%	17	49	7	25	11	14	40%	0	15	31%	3	27%	16	126	110%			
	2pm	70%	13	45	10	22	5	11	31%	0	25	52%	3	27%	18	107	93%			
	6pm	100%	18	46	9	23	7	5	14%	0	10	21%	0	0%	22	90	78%			
Violations issued by zone		1														Total Violations 1				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
12/28/2024	8:30am	10%	22	53	6	27	15	9	26%	0	15	31%	1	9%	5	68	59%	PARKING STUDY DAY		
	10:30am	40%	19	50	6	29	18	12	34%	0	19	40%	1	9%	8	125	109%			
	4pm	85%	10	65	12	34	14	12	34%	0	12	25%	3	27%	27	56	49%			
Violations issued by zone		0														Total Violations 0				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
12/29/2024	8:30am	15%	13	51	6	25	12	3	9%	0	15	31%	1	9%	4	36	31%	PARKING STUDY DAY		
	10:30am	75%	7	63	9	16	14	4	11%	0	22	46%	0	0%	7	128	111%			
	4pm	90%	11	73	11	31	9	8	23%	0	8	17%	1	9%	23	67	58%			
Violations issued by zone																Total Violations 0				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
12/30/2024	11am	65%	16	41	12	27	15	14	40%	0	22	46%	2	18%	15	118	103%			
	2pm	100%	12	51	11	35	15	13	37%	0	19	40%	2	18%	21	108	94%			
	6pm	100%	11	112	20	53	33	9	26%	0	15	31%	0	0%	29	26	23%			
Violations issued by zone		16														Total Violations 16				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
12/31/2024	8:30am	5%	12	46	7	24	17	8	23%	0	17	35%	1	9%	21	30	26%	PARKINGSTUDY DAY		
	10:30am	50%	18	38	9	23	13	10	29%	0	18	38%	4	36%	13	87	76%	Center of the arts event pm		
	4pm	100%	14	70	8	26	18	11	31%	0	15	31%	2	18%	24	69	60%			
Violations issued by zone																Total Violations 7				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/1/2025	11am	55%	17	49	11	28	48	3	9%	0	23	48%	1	9%	11	73	63%			
	2pm	85%	14	56	12	30	15	5	14%	0	15	31%	1	9%	19	97	84%			
	6pm	90%	13	90	21	53	22	4	11%	0	17	35%	0	0%	33	27	23%			
Violations issued by zone		1														Total Violations 1				

Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/2/2025																				
Violations issued by zone																				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/3/2025	8:30am	15%	13	41	9	25	12	5	14%	0	10	21%	0	0%	4	26	23%	PARKING STUDY DAY		
	10:30am	80%	13	44	10	29	13	6	17%	0	16	33%	2	18%	18	118	103%			
	4pm	85%	14	57	8	25	22	8	23%	0	18	38%	1	9%	17	71	62%			
Violations issued by zone																Total Violations 0				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/4/2025	8:30AM	5%	16	46	2	21	19	5	14%	0	14	29%	0	0%	3	29	25%	PARKING STUDY DAY		
	10:30AM	60%	11	44	3	19	11	5	14%	0	17	35%	0	0%	9	97	84%			
	4PM	90%	8	55	9	20	10	6	17%	0	11	23%	2	18%	14	54	47%			
Violations issued by zone		2														Total Violations 2				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/5/2025	11AM	60%	10	39	6	14	9	10	29%	0	13	27%	10	91%	10	120	104%			
	2PM	65%	8	34	5	17	7	10	29%	0	8	17%	9	82%	11	99	86%			
	6PM	85%	10	45	6	27	18	4	11%	0	11	23%	1	9%	20	8	7%			
Violations issued by zone		11														Total Violations 11				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/6/2025																				
Violations issued by zone																Total Violations				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/7/2025	11AM	60%	3	35	7	21	9	7	20%	0	21	44%	2	18%	16	57	50%			
	2PM	65%	4	43	8	18	9	5	14%	0	21	44%	0	0%	19	62	54%			
	6PM	75%	4	65	13	34	9	2	6%	0	15	31%	0	0%	21	9	8%			
Violations issued by zone																Total Violations 0				
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/8/2025	11AM	20%	3	37	5	25	14	3	9%	0	13	27%	1	9%	12	57	50%	center fot the arts event		
	2PM	35%	6	44	6	25	7	1	3%	0	15	31%	1	9%	15	72	63%			
	6PM	60%	7	54	6	31	11	1	3%	0	13	27%	0	0%	18	17	15%			

zone																		Violations 18		
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/16/2025	11AM	50%	8	37	5	16	10	3	9%	0	11	23%	0	0%	19	66	57%			
	2PM	60%	6	35	5	26	9	3	9%	0	12	25%	0	0%	14	81	70%			
	6PM	70%	5	44	5	25	25	2	6%	0	10	21%	0	0%	19	14	12%			
Violations issued by zone																		Total Violations 4		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/17/2025	830am	5%	11	28	7	14	8	0	0%	0	9	19%	0	0%	1	12	10%	PARKING STUDY DAY		
	1030am	15%	9	29	7	18	15	1	3%	0	11	23%	0	0%	15	41	36%			
	4pm	65%	5	41	6	25	12	2	6%	0	9	19%	0	0%	21	28	24%			
Violations issued by zone																		Total Violations 8		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/18/2025	830am	5%	8	39	3	19	20	2	6%	0	12	25%	0	0%	1	22	19%	PARKING STUDY DAY		
	1030am	10%	12	35	3	19	9	1	3%	0	23	48%	1	9%	6	68	59%			
	4pm	80%	8	58	7	16	7	1	3%	0	13	27%	0	0%	18	34	30%			
Violations issued by zone																		Total Violations 38		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/19/2025	830am	0%	24	36	7	17	9	2	6%	0	9	19%	1	9%	1	14	12%	PARKING STUDY DAY		
	1030am	20%	16	47	8	15	15	2	6%	0	12	25%	1	9%	9	77	67%			
	4pm	80%	10	38	8	18	11	0	0%	0	17	35%	1	9%	14	24	21%			
Violations issued by zone																		Total Violations 0		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/20/2025	11AM	5%	10	41	2	21	9	1	3%	0	13	27%	1	9%	4	13	11%	PARKING STUDY DAY		
	2PM	55%	12	32	3	24	13	1	3%	0	16	33%	1	9%	9	34	30%			
	6PM	50%	4	36	5	28	6	1	3%	0	13	27%	1	9%	22	31	27%			
Violations issued by zone																		Total Violations 26		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4way		Comments		
1/21/2025																				
Violations issued by zone																		Total Violations		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/22/2025	11AM	5%	5	38	2	16	9	1	3%	0	18	38%	0	0%	14	39	34%			

	2PM	45%	3	37	6	17	10	1	3%	0	13	27%	0	0%	15	35	30%			
	6PM	70%	6	40	6	21	10	1	3%	0	24	50%	0	0%	16	10	9%			
Violations issued by zone																		Total Violations 10		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/23/2025	11AM	5%	7	32	5	24	6	2	6%	0	11	23%	0	0%	16	34	30%			
	2PM	45%	4	33	7	20	5	5	14%	0	12	25%	2	18%	15	49	43%			
	6PM	75%	5	47	7	21	5	1	3%	0	18	38%	0	0%	22	11	10%			
Violations issued by zone																		Total Violations 1		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/24/2025	11AM	45%	11	36	3	14	17	3	9%	0	10	21%	1	9%	20	53	46%			
	2PM	50%	5	41	6	24	14	2	6%	0	16	33%	0	0%	21	106	92%			
	6PM	100%	7	76	20	40	16	3	9%	0	23	48%	0	0%	21	14	12%			
Violations issued by zone																		Total Violations 0		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/25/2025	11AM	5%	12	41	2	19	10	1	3%	0	14	29%	1	9%	9	86	75%	center for the arts event pm		
	2PM	40%	6	42	4	16	6	1	3%	0	21	44%	2	18%	17	114	99%			
	6PM	100%	8	89	8	36	18	5	14%	0	23	48%	0	0%	22	26	23%			
Violations issued by zone																		Total Violations 26		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/26/2025																				
Violations issued by zone																		Total Violations		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/27/2025																				
Violations issued by zone																		Total Violations		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		
1/28/2025	11AM	10%	9	35	5	27	14	1	3%	0	16	33%	0	0%	19	52	45%			
	2PM	10%	6	36	3	27	13	2	6%	0	12	25%	0	0%	14	67	58%			
	6PM	50%	9	48	6	28	16	2	6%	0	14	29%	1	9%	15	13	11%			
Violations issued by zone																		Total Violations 4		0
Date	Time	Elk Ave Capacity	Purple	Orange	Blue	Grey	Green	Butte		Maroon	Teocalli		Elk Ave		First & Elk Lot	4-way Utilization		Comments		

MINUTES
Town of Crested Butte
Regular Town Council Meeting
Monday, February 3, 2025

Mayor Billick called the meeting to order at 7:16PM.

Council Members Present: Mayor Ian Billick, Beth Goldstone, Mallika Magner, Gabi Prochaska, John O’Neal, Kent Cowherd, and Anna Fenerty

Staff Present: Town Manager Dara MacDonald, Town Attorney Karl Hanlon, and Town Clerk Lynelle Stanford

Interim Community Development Director Mel Yemma, Community Development Director Troy Russ, Sustainability Coordinator Dannah Leeman Gore, Housing Director Erin Ganser, Parks, Recreation, Open Space and Trails Director Janna Hansen (via Zoom), and Finance Director Kathy Ridgeway (via Zoom) (for part of the meeting)

APPROVAL OF AGENDA

Prochaska moved and Magner seconded a motion to approve the agenda. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

CONSENT AGENDA

1) January 21, 2025 Regular Town Council Meeting Minutes.

Staff Contact: Town Clerk Lynelle Stanford

Magner moved and Goldstone seconded a motion to approve the Consent Agenda. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

PUBLIC COMMENT

Billick summarized written comments from Abby Whitaker (2) and Diana Graves.

Rebecca White, 718 Belleview Avenue; Jillian Liebl, 789 Pashuta Drive in Gunnison; Ben Hess, 709 Red Lady Avenue; Charles Robinson, 720 North Colorado Street in Gunnison; Colin Liepelt, 107 Aspen Lane; and Derek Harwell, 199 Haverly Street, spoke during the meeting.

**PROCLAMATION IN HONOR OF COMMUNITY DEVELOPMENT
DIRECTOR TROY RUSS**

Magner moved and O’Neal seconded a motion to approve the proclamation for Troy Russ.

Billick read the proclamation.

A roll call vote was taken with all voting, “Yes,” except Fenerty voted, “No.” **Motion Passed (6-1).**

STAFF UPDATES

MacDonald updated.

LEGAL MATTERS

Hanlon provided updates.

PUBLIC HEARING

1) (Second Reading) Ordinance No. 1, Series 2025 - An Ordinance of the Crested Butte Town Council Amending Chapter 16, Section 16-1-20 and Section 16-5-520 of the Crested Butte Municipal Code to Accommodate the Colorado Natural Medicine Health Act Requirements.

Staff Contact: Community Development Director Troy Russ

Billick opened the public hearing. Sylvia Salcedo and Chris Smith, 808 Gothic Avenue, commented.

Fenerty moved and Prochaska seconded a motion to approve Ordinance No. 1, Series 2025. A roll call vote was taken with all voting, “Yes.” **Motion passed unanimously.**

NEW BUSINESS

1) Initial Debrief on Paradise Park Workforce Rental Housing Lottery of January 22nd, 2025.

Staff Contact: Housing Director Erin Ganser

The Council tentatively planned a special meeting for Wednesday, February 5th, 2025, beginning at 7:00PM, if needed, based on what the Housing Authority’s decision would be.

Abby Whitaker (via Zoom) spoke.

2) Town Council Adoption of the 2030 Climate Action Plan.

Staff Contact: Sustainability Coordinator Dannah Leeman

The Council deferred the decision to approve the 2030 Climate Action Plan. Donny Davol introduced himself and commented.

3) Reconsideration of Property Manager Discussion.

Staff Contact: Town Manager Dara MacDonald, Finance Director Kathy Ridgeway, and Housing Director Erin Ganser

Goldstone moved and Prochaska seconded a motion to follow the staff's recommendation and hire a property manager. A roll call vote was taken with Prochaska, Goldstone, Cowherd, O'Neal, and Billick voting, "Yes," and Fenerty and Magner voting, "No." **Motion passed (5-2).**

COUNCIL REPORTS AND COMMITTEE UPDATES

O'Neal reported.

OTHER BUSINESS TO COME BEFORE THE COUNCIL

Fenerty brought forth an issue, on which Billick elaborated.

DISCUSSION OF SCHEDULING FUTURE WORK SESSION TOPICS AND COUNCIL MEETING SCHEDULE

- Monday, February 10, 2025 - 6:00 Work Session on Long Range Financial Planning
- **Meeting Cancelled** - *Tuesday*, February 18, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, March 3, 2025 - 6:00PM Work Session - 7:00PM Regular Council
- Monday, March 17, 2025 - 6:00PM Work Session - 7:00PM Regular Council

ADJOURNMENT

Mayor Billick adjourned the meeting at 9:53PM.

Ian Billick, Mayor

Lynelle Stanford, Town Clerk (SEAL)



Staff Report

March 3, 2025

To: Mayor and Town Council
Prepared By: Carolyn de Groot, Town Engineer Director
Thru: Shea Earley, Public Works Director
 Dara MacDonald, Town Manager
Subject: **Award of a Professional Services Agreement for Engineering Services of the Wildfire Ready Action Plan - WRAP**

Summary:

The Town of Crested Butte (Town) issued a Request for Qualification (RFP) for the Wildfire Ready Action Plan (WRAP) on Jan 9, 2025 on Town's website and CB News (Jan 9, 16, 23, 30th). The Town received RFPs from three engineering firms on Feb 11th, 2025:

WWE/ SCWA / Olsson	\$199,960
SGM / JW	\$199,931.75
WSP	\$188,224

On February 20th, the Town convened a planning team comprised of community stakeholders, including Gunnison County, Upper Gunnison River Water Conservancy District, Colorado State Forest Service, and United States Forest Service to review submittals and recommend a preferred engineering firm. Based on that review, the planning team is recommending to contract with SGM-JW contracting team.

Climate Impact:

As the effects of climate change continue to be seen, more and more emphasis will be placed on mitigation of wildfires for drinking water infrastructure and water quality. The development and implementation of this project will enable the Town to have improved water quality in the incidence of a wildfire and reduce debris flow into the town using mitigation of fluvial diversions, forestry mitigation and many other methods.

Financial Impact:

The 2025 Town budget includes \$200,000 for this project. The Town has been awarded \$150,000 WRW (Wildfire Ready Watersheds) Grant. The required 25% match for this project will come in the form of cash and/or in-kind matches.

Recommendation:

Staff recommends awarding the Professional Services Agreement for the Wildfire Ready Action Plan to JW Associates Inc. with SGM as subcontractor.

Proposed Motion:

I move to award a Professional Services Agreement for the Wildfire Ready Action Plan to JW Associates Inc. as part of the Consent Agenda.

Commented [DM1]: Is this grant also for the WRAP?
Will we have expenses much beyond the \$199k for the engineers? What is the required match for the grants.
Bottom line, how much expense will the Town incur from developing the WRAP?



Staff Report

March 3, 2025

To: Mayor and Town Council

Prepared By: Astrid Madison, Chief Building Official and Troy Russ, Special Projects

Thru: Mel Yemma, Interim Community Development Director

Subject: Ordinance 2, Series 2025, An Ordinance of the Crested Butte Town Council Amending the Crested Butte Municipal Code adding Chapter 18, Article 5.5 and Adopting by Reference the Colorado Model Electric Ready and Solar Ready Code, and Amending Sections of Chapter 18 to make Consistent with the Colorado Model Electric Ready and Solar Ready Code

Summary:

The Crested Butte Town Council is being asked to review and approve Ordinance 2, Series 2025 on first reading on March 3, 2025 and set the second reading and public hearing for March 17, 2025. The proposed ordinance amends Chapter 18 (Building Regulations) of the Crested Butte Municipal Code (the Code) to adopt by reference the State of Colorado's Model Electric and Solar Ready Code.

The State's Model Electric and Solar Ready Code emerged from House Bill (HB) 22-1362, which Governor Polis signed June 2, 2022. The House Bill **requires** local municipalities to adopt the Model Electric Ready and Solar Ready Code and includes a few electric vehicle (EV) ready and solar ready requirements above the Town's currently adopted EV and solar ready requirements.

Previous Council Action:

The Town's last updates to its Building Regulations occurred in July of 2023 when the Town Council adopted by reference the State's Plumbing and Fuel and Gas Codes. Prior to that, the Town Council adopted the ICC's family of Building Codes with above-code provisions to advance Crested Butte's climate action plan in August of 2022.

Background:

The Crested Butte Town Council regularly amends the Town's Municipal Code to adopt updates to the International Code Council's (ICC) family of building codes and the State of Colorado's adoption of their Electrical, Plumbing, and Fuel and Gas Codes.

While Crested Butte is a Home Rule Municipality, the Town utilizes the State of Colorado's Department of Regulatory Agencies (DORA), Division of Professional and Occupations, to provide

plumbing (including the fuel gas code), and electrical inspection services on behalf of the Town of Crested Butte.

In August 2022, the Town Council adopted the ICC's family of Building Codes with above-code provisions to advance Crested Butte's climate action plan. The above-code requirements adopted in 2022 include:

- **Commercial Buildings**
 - All electric construction (commercial kitchen's exempted).
 - Level 3 remodels required to be electric ready
 - Electric vehicle chargers and ready spaces, based on parking spaces generated
 - *Buildings less than 5,000 square ft*: Solar ready requirement
 - *Buildings more than 5,000 square ft*: Solar installation requirement
 - Additional specific provisions of the International Green Construction Code (IgCC)
- **Residential Buildings**
 - All electric construction
 - Level 3 remodels required to be electric ready
 - Electric vehicle ready charging requirements of one per dwelling unit
 - Department of Energy Zero Energy Ready Home (ZERH) Certification, which includes solar ready requirements
 - Level 3 remodels are **not** required to meet ZERH nor be solar ready

Discussion:

The State of Colorado's Model Electric and Solar Ready Code before Town Council requires some EV and Solar Ready requirements above what the Town adopted in 2022.

The proposed Ordinance incorporates the Colorado Model Code while maintaining the elements where the Town Code is more restrictive, which include:

- All residential remodels (Level 3) shall be solar ready
 - The Town Code does not require Level 3 residential remodels to be solar ready.
- New Commercial and multi-family buildings shall follow the State's more intensive EV parking requirements, as described in the following table. (No exceptions for affordable housing projects)

Building Type / Space Type	EVSE Installed Space	EV Ready Space	EV Capable Space	EV Capable Light Space
All commercial buildings, except for R-2 occupancies, with 10 or less parking spaces.	State Code: 0 spaces Town Code: For when 2 or more spaces are required, 1 charger (Level II) shall be provided For when 5 or more spaces are required, 1 DC fast charger (25kW) shall be provided	State Code: 2 spaces Town Code: For when 2 or more parking spaces are required 10% of all parking spaces (rounded up) shall be provided	State Code: 0 spaces Town Code: 0 spaces	State Code: 0 spaces Town Code: Does not reference EV Capable Light Space
Commercial buildings, except for R-2 occupancies, with greater than 10 parking spaces.	State Code: 2% of Spaces Town Code: For when 2 or more spaces are required, 1 charger (Level II) shall be provided For when 5 or more spaces are required, 1 DC fast charger (25kW) shall be provided	State Code: 8% of Spaces Town Code: For when 2 or more parking spaces are required, 10% of all parking spaces (rounded up) shall be provided	State Code: 10% of Spaces Town Code: 0 spaces	State Code: 10% of Spaces Town Code: Does not reference EV Capable Light Space
R-2 occupancies with 10 or less parking spaces	State Code: 0 spaces Town Code: For when 2 or more spaces are required, 1 charger (Level II) shall be provided For when 5 or more spaces are required, 1 DC fast charger (25kW) shall be provided	State Code: 15% of Spaces Town Code: For when 2 or more parking spaces are required, 10% of all parking spaces (rounded up) shall be provided	State Code: 10% of Spaces Town Code: 0 spaces	10% of Spaces State Code: Town Code: Does not reference EV Capable Light Space
R-2 occupancies with greater than 10 parking spaces.	State Code: 5% of Spaces Town Code: For when 2 or more parking spaces are required, 10% (rounded up) shall be provided. For when 5 or more spaces are required, 1 space DC fast charger (25kW) shall be provided	State Code: 15% of Spaces Town Code: For when 2 or more parking spaces are required, 10% of all parking spaces (rounded up) shall be provided	State Code: 10% of Spaces Town Code: 0 Spaces	State Code: 30% of Spaces Town Code: Does not reference EV Capable Light Space

Explanatory Note: Section CV502.2 defines the requirements for an EV capable light space, which is a new space type introduced in this code. EV capable light spaces require only conduit to be run and dedicated physical space for future electrical service equipment to be provided. Unlike the requirements for EV capable

spaces, EV capable light spaces do not require a building to provide sufficient electrical panel space or actual electric service capacity for future EV charging.

As a Home Rule Municipality, Town Council can adopt standards that are stricter than the State, but not less. Note, the many of the Town's Building Regulations, including the all-electric requirement, are more restrictive than the Colorado Model Code.

Climate Impact:

HB 22-1362 and the Colorado Model Electric and Solar Ready Code aims to reduce greenhouse gas emissions Statewide by mandating making new buildings and major renovations more energy efficient, leading to lower carbon footprints through reduced energy consumption from electricity and fossil fuels used for heating and cooling.

The Bill incentivizes the adoption of electric vehicles and solar power by making new constructions "EV ready" and "solar ready." Some features of the Bill present higher standards than what Crested Butte requires (as presented above) and will accelerate the reduction of greenhouse gas emissions through reduced fossil fuel consumption. Specific environmental benefits of the Model Codes above the Crested Butte Code include:

- **Increased renewable energy adoption:** The required "solar ready" provisions encourage the installation of rooftop solar panels on all new residential buildings by ensuring necessary infrastructure is already in place.
- **Electrification of transportation:** By preparing buildings for electric vehicle charging stations, the bill accelerates the transition to electric vehicles.

Financial Impact:

EV and Solar Ready requirements will marginally increase the construction costs for future Town-owned properties.

Legal Review:

Legal counsel reviewed and improved staff's first draft of Ordinance 2, Series 2025 to ensure consistency with HB 22-1362 and the Colorado Model Electric and Solar Ready Code.

Recommendation:

To set the public hearing for Ordinance 2, Series 2025 for March 17, 2025.

Proposed Motion:

A Council member should make a motion to ***“approve Ordinance 2, Series 2025 on first reading and set the public hearing for March 3, 2025”*** followed by a second and roll call vote.

Attachments:

- 1) Ordinance 2, Series 2025
- 2) Exhibit A – Ordinance 2

**ORDINANCE NO. 2
SERIES 2025**

**AN ORDINANCE OF THE CRESTED BUTTE TOWN COUNCIL AMENDING THE
CRESTED BUTTE MUNICIPAL CODE ADDING CHAPTER 18, ARTICLE
5.5 ADOPTING BY REFERENCE THE COLORADO MODEL ELECTRIC READY AND
SOLAR READY CODE, AND AMENDING SECTIONS OF CHAPTER 18 TO MAKE
CONSISTENT WITH THE COLORADO MODEL ELECTRIC READY AND SOLAR
READY CODE**

WHEREAS, the Town of Crested Butte, Colorado ("**Town**") is a home rule municipality duly and regularly organized and now validly existing as a body corporate and public under and by virtue of the Colorado Constitution and laws of the State of Colorado; and

WHEREAS, pursuant to Article XX of the Colorado Constitution, as implemented through the Town of Crested Butte Charter, and Title 31, Article 23, and Title 20, Article 29, C.R.S., the Town has the authority to enact and enforce building construction regulations; and

WHEREAS, under Section 4.14 of the Town of Crested Butte Charter, the Town may adopt by reference standard codes, promulgated by the Federal Government, the State of Colorado, or by any agency of either of them, or by any political subdivision within the State of Colorado, or by recognized trade or professional organizations, or amendments or revisions thereof; and

WHEREAS, the Colorado Model Electric Ready and Solar Ready Code regulates the design and construction of buildings to prepare new buildings for solar photovoltaic or solar thermal, electric vehicle charging infrastructure, and electrification of building systems; and

WHEREAS, the Town seeks to maintain its code regulations consistent with the most recent Colorado Model Electric Ready and Solar Ready Code; and

WHEREAS, the Town wishes to add Article 5.5 to Chapter 18 of the Crested Butte Municipal Code (the "Code"), thereby adopting by reference the Colorado Model Electric Ready and Solar Ready Code;

WHEREAS, the Town Council finds that the below amendments are in the best interests of the health, safety and general welfare of the Town.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF CRESTED BUTTE, COLORADO, THAT,

Section 1. **Chapter 18 – Adoption by Reference.** Chapter 18 is hereby amended with the addition of Article 5.5, thereby adopting by reference the Colorado Model Electric Ready and Solar Ready Code with amendments, as set forth in **Exhibit A**.

Section 2. **Sections of Chapter 18 – Amended.** Sections of Chapter 18 are hereby amended with double underlined additions and ~~strike-through~~ deletions as set forth in **Exhibit A**.

Section 3. **Codification.** Upon the effective date of this ordinance, the codifier is hereby authorized to renumber the Code in conformance with these amendments.

INTRODUCED, READ, AND SET FOR PUBLIC HEARING THIS ____ DAY OF _____ 2025.

ADOPTED BY THE TOWN COUNCIL UPON SECTION READING IN PUBLIC HEARING THIS ____ DAY OF _____ 2025.

TOWN OF CRESTED BUTTE, COLORADO

ATTEST:

By: _____
Ian Billick, Mayor

Lynelle Stanford, Town Clerk

CHAPTER 18

ARTICLE 1 Building Code

* * * *

Sec. 18-1-20. ~~Copy on file.~~ Reserved.

~~At least one (1) copy of the International Building Code, certified to be a true copy, is on file in the Building Department office and may be inspected by any interested person between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday, holidays excepted.~~

Sec. 18-1-30. Amendments.

* * * *

- (2) IBC Section 202 is amended by inserting or amending the following definitions within the alphabetical order of the existing definitions as follows:

Crawlspace. Any space below the first floor of a building with a height of 60 inches or less, measured from the ground level at any point within the perimeter to the bottom of the floor joist directly above.

All Electric Building. A new building that contains no combustion equipment or plumbing for combustion equipment serving space heating (with the exception of solid fuel-burning devices that meet requirements in Article 8 of this Chapter), water heating (including pools and spas), cooking appliances (including barbeques ~~but excluding Commercial Food Heat-processing Equipment~~), and clothes drying, within the building or building property lines, and instead uses electric heating appliances for service.

Combustion Equipment. Any equipment or appliance used for space heating, service water heating, cooking, clothes drying and/or lighting that uses fuel gas or fuel oil.

Commercial Food Heat-processing Equipment. Equipment used in a food establishment for heat-processing food or utensils and that produces grease vapors, steam, fumes, smoke, or odors that are required to be removed through a local exhaust ventilation system.

Direct Current Fast Charger ("DCFC") EVSE. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. Equipment capable of fast charging on a 100A or higher 480VAC three phase branch circuit. AC power is converted into a controlled DC voltage and current within the EVSE that will then directly charge the electric vehicle.

Electric Heating Appliance. A device that produces heat energy to create a warm environment by the application of electric power to resistance elements, refrigerant compressors, or dissimilar material junctions.

Electric Vehicle Capable Light Space (EV Capable Light Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has conduit and/or raceway installed to support future implementation of electric vehicle charging installation and has sufficient physical space adjacent to the existing electrical equipment for future electric upgrades.

Electric Vehicle Capable Space (EV Capable Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has the electric panel capacity and conduit and/or raceway installed to support future implementation of electric vehicle charging.

Electric Vehicle Ready Space (EV Ready Space). As Defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has the electric panel capacity, raceway wiring, receptacle, and circuit overprotection devices installed to support future implementation of electrical vehicle charging.

Electric Vehicle Supply Equipment (EVSE). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. An electric vehicle charging system or device that is used to provide electricity to a plug-in electric vehicle or plug-in hybrid electric vehicle, is designed to ensure that a safe connection has been made between the electrical grid and the vehicle and is able to communicate with the vehicle's control system so that electricity flows at an appropriate voltage and current level.

Electric Vehicle Supply Equipment Installed Space (EVSE Installed Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A vehicle parking space that is provided with a dedicated EVSE connection.

Fuel Gas. A gas that is natural, manufactured, liquefied petroleum, or a mixture of these.

Townhouse. A single-family dwelling unit constructed in a group of two or more attached units in which each unit extends from the foundation to roof and with open space on at least two sides.

(3) IBC Section 1301.1 is amended by adding three new subsubsections to read as follows:

1301.1.2. - All Electric Buildings. All new commercial buildings shall be All Electric Buildings.

1301.1.3. - - Commercial Electric Vehicle Ready. Where parking spaces are provided (in new commercial buildings, and Level 3 Alteration remodels including additions), the parking spaces shall be provided with electric vehicle power transfer infrastructure in compliance with the Colorado Model Electric Ready and Solar Ready code Section CV502, and additionally, commercial buildings and accessory structures with two or more parking spaces shall provide one Level II EVSE parking space and one DC Fast Charger shall be provided for 5 or more required parking spaces. ~~EV Parking. Commercial buildings and accessory structures with two or more parking spaces shall provide one Level II EVSE. Additionally, ten percent (10%) of total required parking spaces (rounded up) shall be Electric Vehicle Ready Spaces, and one DC Fast Charger (25 kW) shall be provided for 5 or more required parking spaces.~~

1301.1.4. - Solar Ready Commercial Building. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A solar-ready zone shall be provided on the roof(s) of all new commercial buildings. Level 3 Alteration remodels and additions shall meet Sections CS401 through CS402.7 of the Colorado Model Electric Ready and Solar Ready Code. ~~Solar Requirements.~~

C401.2.3.3.1 - - Buildings that are less than 5,000 square feet. A new commercial building that is less than 5,000 square feet shall be a Solar Ready Commercial Building as defined. ~~Buildings that are less than 5,000 square feet. A commercial building that is less than 5,000 square feet shall install Solar Ready Components.~~

C401.2.3.3.2 - Commercial Buildings that are 5,000 square feet or larger. A new commercial building that is 5,000 square feet or larger shall install solar PV panels to roof(s) per Town Code. ~~Buildings that are 5,000 square feet or larger. A commercial building that is 5,000 square feet or larger shall install~~

solar PV panels to roof(s) per Section 18-1.5-30(5). Solar requirements shall not exceed any Gunnison County Electric Association net metering limitation in place when submitting a building permit application.

(4) IBC Section 1805.3 is amended to read as follows:

1805.3 - Waterproofing. All basement construction shall adhere to Section 18-16-10 of the Crested Butte Municipal Code for basement waterproofing.

(5) Solar requirements shall not exceed any Gunnison County Electric Association net metering limitation in place when submitting permit application.

* * * *

ARTICLE 1.5 International Green Construction Code

* * * *

Sec. 18-1.5-20 Reserved. Copy on file.

At least one (1) copy of the International Green Construction Code certified to be a true copy, is on file in the Building Department office and may be inspected by any interested person between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday, holidays excepted.

Sec. 18-1.5-30 Selected sections to be adopted by reference and amendments thereto.

The following selected sections of the Green Construction Code are hereby adopted in their entirety and amended as follows:

* * * *

(6) The following sections of the IgCC Chapter 7 "Energy Efficiency" shall be adopted in their entirety: Section 701.3.2 (On-site renewable energy systems) for new buildings that are 5,000 square feet or larger, and Section 701.4.3.8 (Kitchen exhaust systems) for new commercial exhaust systems. The following sections of IgCC Chapter 7 "Energy Efficiency" shall be adopted in their entirety: Section 701.3.2 (On-site renewable energy systems) and Section 701.4.3.8 (Kitchen exhaust systems).

* * * *

ARTICLE 2 Residential Code

* * * *

Sec. 18-2-10. Reserved Copy on file.

At least one (1) copy of the International Residential Code, certified to be a true copy, is on file in the Building Department office and may be inspected by any interested person between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday, holidays excepted.

Sec. 18-2-20. Amendments.

The code adoption herein is modified by the following amendments:

* * * *

- (2) IRC Section R202 is amended by inserting or amending the following definitions within the alphabetical order of the existing definitions as follows:

All Electric Building. A new building that contains no combustion equipment or plumbing for combustion equipment serving space heating (with the exception of solid fuel-burning devices that meet requirements in Article 8 of this Chapter), water heating (including pools and spas), cooking appliances (including barbeques ~~but excluding Commercial Food Heat-processing Equipment~~), and clothes drying, within the building or building property lines, and instead uses electric heating appliances for service.

Combustion Equipment. Any equipment or appliance used for space heating, service water heating, cooking, clothes drying and/or lighting that uses fuel gas or fuel oil.

Commercial Food Heat-processing Equipment. Equipment used in a food establishment for heat-processing food or utensils and that produces grease vapors, steam, fumes, smoke, or odors that are required to be removed through a local exhaust ventilation system.

Crawl Space. Any space below the first floor of a building with a height of 60 inches or less, measured from the ground level at any point within the perimeter to the bottom of the floor joist directly above.

Electric Heating Appliance. A device that produces heat energy to create a warm environment by the application of electric power to resistance elements, refrigerant compressors, or dissimilar material junctions.

Fuel Gas. A gas that is natural, manufactured, liquefied petroleum, or a mixture of these.

Solar Ready Residential Building. A solar-ready zone shall be provided on the roof(s) of all new residential buildings and Level 3 Alteration remodels and additions per the Colorado Model Electric Ready and Solar Ready Code Sections RS402.1 through RS402.8 and Sections RS410 through RS410.2. ~~Townhouse. A single-family dwelling unit constructed in a group of two or more attached units in which each unit extends from the foundation to roof and with open space on at least two sides.~~

Townhouse. A single-family dwelling unit constructed in a group of two or more attached units in which each unit extends from the foundation to roof and with open space on at least two sides.

* * * *

- (4) IRC Section R303.3 is amended to read as follows:

R303.3 - Bathrooms. Bathrooms, water closet compartments and other similar rooms shall be provided with mechanical ventilation with minimum ventilation rates of 50 cfm for intermittent ventilation and 20 cfm for continuous ventilation. Ventilation air from the space shall be exhausted directly to the outside of the building.

* * * *

(14) IRC Section N1101.13 is amended by adding a new subsection to read as follows:

N1101.13.6. Residential Electric Requirements.

N1101.13.6.1 - All Electric. ~~Residential~~ All new residential buildings shall be All Electric Buildings.

N1101.13.6.2 - EV Parking. All new residential buildings, ~~or garages, and exterior parking spaces~~ shall provide one Electric Vehicle Ready Space ~~per for each dwelling unit per the Colorado Model Electric Ready and Solar Ready Code Sections RV501 through RV501.3.~~

N1101.13.6.3 - Zero Energy Ready Home. All new heated buildings shall become qualified as a Department of Energy Zero Energy Ready Home (as amended by the Department of Energy) by meeting the national program requirements specified in the program, becoming verified and field-tested in accordance with HERS standards by an approved verifier, and meeting all applicable codes. Residential construction may meet the requirements of either the performance path or the prescriptive path to qualify.

* * * *

ARTICLE 2.5 Existing Building Code

* * * *

Sec. 18-2.5-20. ~~Copy on file~~ Reserved.

~~At least one (1) copy of the International Existing Building Code certified to be a true copy, has been and is now on file in the Building Department office and may be inspected by any interested person between the hours of 8:30 a.m. and 5:00 p.m., Monday through Friday, holidays excepted.~~

Sec. 18-2.5-30. Amendments.

The code adoption herein is modified by the following amendments:

- (1) IEBC Section 202 is amended by inserting or amending the following definitions within the alphabetical order of the existing definitions as follows:

Building Area. The area included within surrounding exterior walls, or exterior walls and fire walls, exclusive of vent shafts and courts. Areas of the building not provided with surrounding walls shall be included in the building area if such areas are included within the horizontal projection of the roof or floor above.

DC Fast Charger ("DCFC") EVSE. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. Equipment capable of fast charging on a 100A or higher 480VAC three phase branch circuit. AC power is converted into a controlled DC voltage and current within the EVSE that will then directly charge the electric vehicle. EVSE that provides at least 50 kilowatts of direct current electrical power for charging a plug-in electric vehicle through a connector based on fast charging equipment standards and which is approved for installation for that purpose under the National Electric Code through an Underwriters Laboratories Certification or an equivalent certifying organization

Electric Ready. A building that meets the following construction requirements:

- i. Where a gas heating system is installed provide a dedicated electric circuit, panel space and location for condensate drainage.
- ii. Where a gas water heating system is installed provide a dedicated electric circuit, panel space, location for condensate drainage.
- iii. Where a gas cooking stove is installed, a dedicated circuit and panel space for electric appliance replacement is provided.
- iv. Where a gas dryer is installed, a dedicated circuit and panel space for electric appliance replacement is provided.

Electric Vehicle Capable Light Space (EV Capable Light Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has conduit and/or raceway installed to support future implementation of electric vehicle charging installation and has sufficient physical space adjacent to the existing electrical equipment for future electric upgrades.

Electric Vehicle Capable Space (EV Capable Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has the electric panel capacity and conduit and/or raceway installed to support future implementation of electric vehicle charging.

Electric Vehicle Supply Equipment (EVSE). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. An electric vehicle charging system or device that is used to provide electricity to a plug-in electric vehicle or plug-in hybrid electric vehicle, is designed to ensure that a safe connection has been made between the electrical grid and the vehicle and is able to communicate with the vehicle's control system so that electricity flows at an appropriate voltage and current level. The conductors—including the ungrounded, grounded, and equipment grounding conductors—and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

Electric Vehicle Supply Equipment Installed Space (EVSE Installed Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A vehicle parking space that is provided with a dedicated EVSE connection.

Electric Vehicle (EV) Ready Space. As Defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has the electric panel capacity, raceway wiring, receptacle, and circuit overprotection devices installed to support future implementation of electrical vehicle charging. Parking spaces that have full circuit installations of 208/240 volt (or greater), 40 ampere (or greater) panel capacity, raceway wiring, receptacle and circuit overprotection devices. This strategy provides all required electrical hardware for the future installation of EV Supply Equipment (EVSE). Anticipating the use of dual head EVSE, the same circuit may be used to support charging in adjacent EV Ready spaces.

Home Energy Assessment. An assessment includes a home visit by a building performance institute (BPI) certified energy analyst that results in a report that analyzes the current condition and energy usage of a home and provides a list of recommended improvements.

Level II EVSE. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space and dedicated EVSE capable of charging at 40 amperes or higher at 208 or 240VAC. ~~An EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC.~~

Solar Ready Commercial Building. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A solar-ready zone shall be provided on the roof(s) of all new commercial buildings. Level 3 Alteration remodels and additions shall meet Sections CS401 through CS402.7. ~~Solar Ready Components. Building construction components that facilitate and optimize the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed, including installation of electrical conduit from electrical panel space to the solar panel roof area.~~

Solar Ready Residential Building. A solar-ready zone shall be provided on the roof(s) of all new residential buildings and Level 3 Alteration remodels and additions per the Colorado Model Electric Ready and Solar Ready Code Sections RS402.1 through RS402.8 and Sections RS410 through RS410.2.

Work Area. That portion or portions of the building consisting of reconfigured and altered spaces as indicated on the construction documents as measured from the inside face of the building envelope.

(2) IEBC Section 907 is deleted in its entirety and replaced with a new section to read as follows:

907 ENERGY CONSERVATION

907.1 - Minimum requirements. Except as specified in this section, Level 3 alterations to existing buildings or structures are permitted without requiring the entire building or structure to comply with the energy requirements of the International Energy Conservation Code or International Residential Code. The alterations shall conform to the energy requirements of the International Energy Conservation Code or International Residential Code as they relate to new construction only.

907.2 - Electric Ready. Existing buildings undergoing Level 3 alterations shall be Electric Ready.

907.3 - Commercial Level 3 Alterations.

907.3.1 - ~~Level 3 Alterations that are less than 5,000 square feet shall meet Solar Ready Commercial Building as defined. Level 3 alterations that are less than 5,000 square feet. A Level 3 alteration of commercial buildings that is less than 5,000 square feet shall install Solar Ready Components.~~

907.3.2 - Level 3 Alterations that are 5,000 square feet or larger. A new commercial building that is 5,000 square feet or larger shall install solar PV panels to roof(s) per Sec. 18-1-30(5). Solar requirements shall not exceed any Gunnison County Electric Association net metering limitation in place when submitting permit application. A Level 3 alteration of a commercial building that is 5,000 square feet or larger shall install solar PV panels to roof(s) per Sec. 18-1-30(5) of the Town Code. Solar requirements shall not exceed any Gunnison County Electric Association net metering limitation in place when submitting a building permit application.

907.3.3 - Commercial EV Parking. Where parking spaces are provided for Level 3 Alteration remodels including additions, the parking spaces shall be provided with electric vehicle power transfer infrastructure in compliance with the Colorado Model Electric Ready and Solar Ready code Section

Commented [HP1]: Double check this is correct. Ordinance says 18-1.5-30(5) but I think more likely, it's referring to the newly added subsection (5) under 18-1-30.

Commented [AP2R1]: I also think this should be 18-1-30 (5)

CV502, and additionally, commercial buildings and accessory structures with two or more parking spaces shall provide one Level II EVSE parking space and one DC Fast Charger shall be provided for 5 or more required parking spaces. EV Parking. All commercial Level 3 alterations of buildings with two or more parking spaces shall provide one Level II EVSE. Additionally, ten percent (10%) of total required parking spaces (rounded up) shall be Electric Vehicle Ready Space(s).

907.4 - Residential Level 3 Alterations.

907.4.1 - Home Energy Assessment. Existing buildings undergoing Level 3 alterations shall obtain a Home Energy Assessment prior to issuance of a building permit.

907.4.2 - Residential EV Ready Parking. All existing residential buildings undergoing a Level 3 Alteration and or addition, shall provide one Electric Vehicle Ready space for each dwelling unit per the Colorado Model Electric Ready and Solar Ready Code Sections RV501 through RV501.3. Residential EV Ready Parking. Existing buildings or garages undergoing Level 3 alterations shall provide one Electric Vehicle Ready Space per dwelling unit.

907.5 Historic buildings with Level 3 Alterations. Level 3 alterations of Historic Buildings, as defined in Section 16-1-20 of Town Code, shall meet 2021 IECC without damaging the existing historic structure, except that closed cell foam insulation can be used in the ceiling framing cavities only. No closed cell foam shall be used in the wall framing cavities. BOZAR shall review the areas to be disturbed on-site before any work commences and during the construction process as needed. A blower door test conducted after drywall is optional. Energy Standards

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ARTICLE 5.5 Colorado Model Electric Ready and Solar Ready Code

Commented [AP3]: Is this the correct title?

Sec. 18-5.5-10. Adoption.

Pursuant to Section 4.14 of the Town Charter and Title 31, Article 16, Part 2, C.R.S., there is hereby adopted the Colorado Model Electric Ready and Solar Ready Code for the Town, by reference thereto, the Colorado Model Electric Ready and Solar Ready Code published June 1, 2023, by the Colorado Energy Office, 1600 Broadway Suite 1960, Denver, CO 80202, regulating and governing the design and construction of buildings to prepare new buildings for solar photovoltaic or solar thermal, electric vehicle charging infrastructure, and electrification of building systems; providing for the issuance of permits and the collection of fees therefor; and each and all of the regulations, provisions, penalties, conditions and terms of said code are hereby referred to, adopted and made a part of, as if fully set out herein.

Sec. 18-5.5-20. Amendments.

The code adopted herein is modified by the following amendments:

- (1) Section 101.1 Title shall read as follows:

This code shall be known as the Electric Ready and Solar Ready Code of the Town of Crested Butte and shall be cited as such. It is referred to herein as "this code".

- (2) Section 101.2 Scope shall read as follows:

This code applies to all new buildings and dwelling units, and the buildings' sites and associated systems and equipment, and Level 3 alterations as defined in the International Existing Building Code (IEBC).

- (3) Section 104.2 Required Inspections shall read as follows:

An approved agency, upon notification, shall make the inspections set forth in Sections 104.2.1 through 104.2.4.

- (4) Section 108.4 Failure to Comply shall read as follows:

Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed to perform to remove a violation or unsafe condition, shall be subject to fines established by the Town of Crested Butte.

- (5) Section 202 General Definitions shall be amended by adding the following definitions:

Major Remodel. Alteration Level 3 as defined in the International Existing Building Code (IEBC).

Major Addition. Alteration Level 3 as defined in the International Existing Building Code (IEBC).

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ARTICLE 9 Energy Standards

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Sec. 18-9-20. Definitions.

For purposes of this Article, the use of a plural form shall not necessarily imply that more than the singular is suggested, condoned or allowed, and the following terms shall have the meanings herein given:

All Electric Building. A new building that contains no combustion equipment or plumbing for combustion equipment serving space heating (with the exception of solid fuel-burning devices that meet requirements in Article 8 of this Chapter), water heating (including pools and spas), cooking appliances (including barbecues ~~but excluding Commercial Food Heat-processing Equipment~~), and clothes drying, within the building or building property lines, and instead uses electric heating appliances for service.

Combustion Equipment. Any equipment or appliance used for space heating, service water heating, cooking, clothes drying and/or lighting that uses fuel gas or fuel oil.

Commercial Food Heat-processing Equipment. Equipment used in a food establishment for heat-processing food or utensils and that produces grease vapors, steam, fumes, smoke, or odors that are required to be removed through a local exhaust ventilation system.

DC Fast Charger ("DCFC"). EVSE, As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. Equipment capable of fast charging on a 100A or higher 480VAC three phase branch circuit. AC power is converted into a controlled DC voltage and current within the EVSE that will then directly charge the electric vehicle. that provides at least fifty (50) kilowatts of direct current electrical power for charging a plug-in electric vehicle through a connector based on fast charging equipment standards and which is approved for installation for that purpose under the National Electric Code through an Underwriters Laboratories Certification or an equivalent certifying organization.

Decorative Appliance. A device utilizing natural gas as a fuel designed to appear as a real fireplace and shall be a direct vent appliance with no opening to the interior of the structure.

Electric Heating Appliance. A device that produces heat energy to create a warm environment by the application of electric power to resistance elements, refrigerant compressors, or dissimilar material junctions.

Electric Vehicle Capable Light Space (EV Capable Light Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has conduit and/or raceway installed to support future implementation of electric vehicle charging installation and has sufficient physical space adjacent to the existing electrical equipment for future electric upgrades.

Electric Vehicle Capable Space (EV Capable Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has the electric panel capacity and conduit and/or raceway installed to support future implementation of electric vehicle charging.

Electric Vehicle Supply Equipment (EVSE). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. An electric vehicle charging system or device that is used to provide electricity to a plug-in electric vehicle or plug-in hybrid electric vehicle, is designed to ensure that a safe connection has been made between the electrical grid and the vehicle and is able to communicate with the vehicle's control system so that electricity flows at an appropriate voltage and current level. The conductors—including the ungrounded, grounded, and equipment grounding conductors—and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

Electric Vehicle Supply Equipment Installed Space (EVSE Installed Space). As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A vehicle parking space that is provided with a dedicated EVSE connection has been made between the electrical grid and the vehicle and is able to communicate with the vehicle's communication system so that electricity flows at an appropriate voltage and current level.

Electric Vehicle (EV) Ready Space. As Defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space that has the electric panel capacity, raceway wiring, receptacle, and circuit overprotection devices installed to support future implementation of electrical vehicle charging. Parking spaces that have full circuit installations of 208/240-volt (or greater), 40-ampere (or greater) panel capacity, raceway wiring, receptacle and circuit overprotection devices. This strategy provides all required electrical hardware for the future installation of EV Supply Equipment (EVSE). Anticipating the use of dual head EVSE, the same circuit may be used to support charging in adjacent EV Ready spaces.

Fuel Gas. Gas that is natural, manufactured, liquefied petroleum, or a mixture of these.

Home Energy Assessment. An assessment includes a home visit by a building performance institute (BPI) certified energy analyst that results in a report that analyzes the current condition and energy usage of a home and provides a list of recommended improvements.

Home Energy Rating System (HERS) certificate. A certificate generated by an accredited home energy rating system program provider.

Level II EVSE. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A designated vehicle parking space and dedicated EVSE capable of charging at 40 amperes or higher at 208 or 240VAC. An EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC.

R Value. A term used to describe the thermal transmission of heat through a combination of insulating components in a wall, roof or foundation assembly.

Renovation. To improve or repair a structure and may include preservation and rehabilitation.

Solar Ready Commercial Building. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A solar-ready zone shall be provided on the roof of all new commercial buildings. Level 3 Alteration remodels and additions shall meet Sections CS401 through CS402.7.

Solar Ready Components. Building construction components that facilitate and optimize the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed, including installation of electrical conduit from electrical panel space to the solar panel roof area.

Solar Ready Residential Building. A solar-ready zone shall be provided on the roof of all new residential buildings and Level 3 Alteration remodels and additions per the Colorado Model Electric Ready and Solar Ready Code Sections RS402.1 through RS 402.8 and Sections RS410 through RS410.2.

Sustainable building practices. Building practices that accommodate increased population by means that reduce overall per-capita energy usage.

U Value. The reciprocal of R value. The rate of nonsolar heat flow through a building.

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Sec. 18-9-40. International Energy Conservation Code.

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(b) Amendments. The code adoption herein is modified by the following amendments:

(1) Section C102.1.1 is amended to read as follows:

Section C102.1.1 - Above Code Programs. The code official or other authority having jurisdiction shall be permitted to deem a national, state or local energy efficiency program as exceeding the energy efficiency required by this code. Buildings approved in writing by such an energy efficiency program shall be considered to be in compliance with this code. The requirements identified in Table C407.2 shall be met. New commercial buildings are also governed by Article 1.5 (International Green Construction Code) and Article 5.5 (Colorado Model Electric Ready and Solar Ready Code) of Chapter 18 of the Crested Butte Town Code (International Green Construction Code).

(2) IECC Section C401.2 is amended to read as follows:

C401.2 -Application. Commercial buildings shall comply with Section C401.2.1 or C401.2.2, and shall comply with C401.2.3. A compliance method other than the Prescriptive Compliance Option in C401.2.1. shall be pre-approved by the building official.

(3) IECC Section C401.2 is amended by adding a new subsection to read as follows:

C401.2.3. Commercial Electric Requirements.

C401.2.3.1. All Electric. Commercial buildings shall be All Electric Buildings.

C401.2.3.2. Commercial EV Parking. Where parking spaces are provided for Level 3 Alteration remodels including additions, the parking spaces shall be provided with electric vehicle power transfer infrastructure in compliance with the Colorado Model Electric Ready and Solar Ready code Section CV502, and additionally, commercial buildings and accessory structures with two or more parking spaces shall provide one Level II EVSE parking space. Additionally, one DC Fast Charger shall be provided for 5 or more required parking spaces. ~~Commercial buildings and accessory structures with two or more parking spaces shall provide one Level II EVSE. Additionally, ten percent (10%) of total required parking spaces (rounded up) shall be Electric Vehicle Ready Spaces, and one DC Fast Charger (25 kW) shall be provided for 5 or more required parking spaces.~~

C401.2.3.3. Solar Requirements.

Solar Ready Commercial Building. As defined by the Colorado Model Electric Ready and Solar Ready Code Chapter 2. A solar-ready zone shall be provided on the roof(s) of all new commercial buildings. Level 3 Alteration remodels and additions shall meet Sections CS401 through CS402.7.

C401.2.3.3.1 - - Buildings that are less than 5,000 square feet shall meet Solar Ready Commercial Building as defined ~~Buildings that are less than 5,000 square feet. A commercial building that is less than 5,000 square feet shall install Solar Ready Components.~~

C401.2.3.3.2 - - Buildings that are 5,000 square feet or larger. A new commercial building that is 5,000 square feet or larger shall install solar PV panels to roof(s) per Sec. 18-1-30(5). Solar requirements shall not exceed any Gunnison County Electric Association net metering limitation in place when submitting permit application. ~~Buildings that are 5,000 square feet or larger. A commercial building that is 5,000 square feet or larger shall install solar PV panels to roof(s) per Sec 18-1-5-30(5). Solar requirements shall not exceed any Gunnison County Electric Association net metering limitation in place when submitting a building permit application.~~

Commented [HP4]: Again flagging to double check this is correct. Same comment as above.

Commented [AP5R4]: I think this is correct

(4) IECC Chapter 5 [CE] is deleted in its entirety and replaced with a new section to read as follows:
Chapter 5 [CE]. Commercial Existing Buildings. The alteration, repair, addition and change of occupancy of existing buildings and structures shall comply with the requirements of the 2021 International Existing Building Code (IEBC) as amended in Section 18-2.5-30 of the Town Code, Existing Building Code, and the Colorado Model Electric Ready and Solar Ready Code.

(5) IECC Section R401.2 is amended to read as follows:
R401.2 - Application. Residential buildings shall comply with Sections R401.2.5 and R401.2.6 and either Sections R401.2.1, R401.2.2, R401.2.3 or R401.2.4.

(6) IECC Section R401.2 is amended to add a new subsection R401.2.6 to read as follows:

R401.2.6. Residential Electric Requirements.

R401.2.6.1. All Electric. Residential buildings shall be All Electric Buildings.

R401.2.6.2. EV Parking. All new residential buildings, ~~or~~ garages, and exterior parking spaces shall provide one Electric Vehicle Ready Space ~~per for each~~ dwelling unit per the Colorado Model Electric Ready and Solar Ready Code Sections RV501 through RV501.3.

R401.2.6.3. - Zero Energy Ready Home. All new heated buildings shall become qualified as a Department of Energy Zero Energy Ready Home (as amended by the Department of Energy) by meeting the national program requirements specified in the program, becoming verified and field-tested in accordance with HERS standards by an approved verifier, and meeting all applicable codes. Residential construction may meet the requirements of either the performance path or the prescriptive path to qualify.

(7) IECC Section R405.1 is amended to read as follows:
R405.1 - Scope. This section establishes criteria for compliance using total building performance analysis. Such analysis shall include heating, cooling, mechanical ventilation and service water-heating energy only.

The utilization of this section shall be specifically approved by the Building Official prior to submittal of design documents.

(8) IECC Chapter 5 [RE] is deleted in its entirety and replaced with a new section to read as follows:

Chapter 5 [RE]. Residential Existing Buildings. The alteration, repair, addition and change of occupancy of existing buildings and structures shall comply with the requirements of the 2021 International Existing Building Code (IEBC) and the Colorado Model Electric Ready and Solar Ready Code.

Sec. 18-9-50. Minimum efficiency standards for new construction; commercial structures.

Commercial buildings with less than five thousand (5,000) square feet shall install Solar Ready Components per the Colorado Model Electric Ready and Solar Ready Code. Commercial buildings five thousand (5,000) square feet or larger shall install solar PV panels to roof(s) per Section 18-1.5-30(5). Solar installation requirements shall not exceed any Gunnison County Electric Association net metering limitation in place when submitting a building permit application.

* * * *

Sec. 18-9-80. Building science requirements.

- (a) All new, heated residential structures shall become qualified as a Department of Energy Zero Energy Ready Home (as amended by the Department of Energy) and Section 18-9-30 by meeting the national program requirements specified in the program, becoming verified and field-tested in accordance with HERS standards by an approved verifier, and meeting all applicable codes and Section 18-9-40. ~~Residential construction may meet the requirements of either the performance path or the prescriptive path to qualify.~~

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ARTICLE 10 – Sanitary Standards and Regulations

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Sec. 18-10-20. Definitions.

For the purpose of this Article, certain words and phrases shall be defined as follows:

Boarding and rooming house means a building other than a hotel or lodge where, for compensation, meals or lodging are provided for five (5), but not more than fifteen (15) persons.

Building means any structure having a roof supported by columns or walls.

Dormitory means a building containing sleeping rooms designed to be rented for short-term occupancy, with adequate sanitary facilities, and which may or may not have cooking facilities as an accessory use.

Dwelling means any building or part thereof designed or used for private residential purposes.

Dwelling unit means any room or group of rooms located within a dwelling and forming a single habitable unit with facilities which are used or intended to be used for living and sleeping, and a part of which is exclusively or occasionally appropriated for cooking or eating.

Exit means a continuous and unobstructed means of egress to a public way, and shall include intervening doorways, corridors, ramps, stairways, smoke-proof enclosures, horizontal exits, exit courts and yards.

Floor area means the sum of the areas of the several floors of main and accessory buildings on a lot, as measured by the exterior faces of the walls, and of enclosed porches as measured by the exterior limits thereof, but excluding the areas of unroofed porches or terraces, basements or attics used only for accessory storage or service, and accessory buildings used for garage purposes as defined in Chapter 16, Section 16-1-20.

Garbage means all putrescible animal and vegetable wastes resulting from the handling, preparation, cooking and consumption of food.

Grounds means exterior yard areas or premises.

Guest means any person hiring or occupying a room for living or sleeping purposes.

Guest room means any room used, or intended to be used, by a guest for sleeping purposes.

Habitable room means a room or enclosed floor space used or intended to be used for sleeping, living, cooking or eating purposes, excluding bath or toilet rooms, service rooms, foyers, connecting corridors, closets, storage spaces or utility rooms.

Health Department means the Health Department and the officers and employees of the Town.

Hot water means water at a temperature of not less than one hundred twenty (120) degrees Fahrenheit.

Hotel or lodge means a building containing sleeping rooms designed to be rented for short-term occupancy and which may or may not have eating or drinking facilities as an accessory use.

Kitchen means a room used, or designed to be used, for the preparation of food.

Motel means a building or group of buildings containing individual sleeping or living units designed and used for temporary rental occupancy and with automobile parking space adjacent to or near each rental unit.

Multiple dwelling means any dwelling containing more than one (1) dwelling unit.

Nuisance. The following shall be defined as nuisances:

- a. Any public nuisance known at common law or in equity jurisprudence.
- b. An attractive nuisance known at common law or in equity jurisprudence.
- c. Whatever is dangerous to human life or detrimental to health.
- d. Overcrowding a room with occupants.
- e. Insufficient ventilation, illumination or heating.
- f. Inadequate or unsanitary sewerage or plumbing facilities.
- g. Unsanitary conditions.
- h. Whatever renders air, food or drink unwholesome or detrimental to the health of human beings.

Occupant means any person living, sleeping, cooking in or having possession of a dwelling unit or rooming unit.

Operator means any person who owns or has charge, care or control of a building or part thereof in which dwelling units or rooms are rented.

Public accommodations means any establishment or building, including a rooming house, boarding house, lodging house, hotel, motel or other facility by whatever name known, which maintains, advertises, offers or rents to a guest as a place where sleeping or rooming accommodations are provided, whether with or without meals.

Refuse means all combustible or noncombustible, putrescible or nonputrescible solid or liquid wastes, including garbage, rubbish, ashes and manure.

Rooming unit means any room or group of rooms forming a single habitable unit used or intended to be used for living and sleeping, but not for cooking or eating purposes.

Sanitary facilities means toilet, privies, lavatories, showers, baths, bathtubs, urinals, laundry tubs and the service rooms provided for installation and use of these units.

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ARTICLE 13 Building Inspector and Building Permits

Sec. 18-13-10. Building permit applications.

- (a) All applications for building permits shall be made on the forms provided by the Town for that purpose, and shall be accompanied by the following:

- (1) The legal description and address of the lot(s) involved.

* * * *

- (11) A complete site development plan for the entire proposed building site, drawn to scale and indicating:

- a. All paving, driveways, walkways, parking areas, trash or Dumpster locations and other service structures;
- b. All walls and fences with their location and heights;
- c. Grass or other planted ground cover;
- d. Any trees and shrubbery with a notation as to species and size at the time of planting and a notation as to any mature landscaping proposed to be removed or relocated on the site;
- e. Any exterior lighting; and
- f. Proposed deviation of finish grade from natural grade in excess of one (1) vertical foot.

- g. On site plan dimension of all Town Right of Ways that are adjacent to the lot(s) involved.

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Staff Report

March 3, 2025

To: Mayor and Town Council

Prepared By: Troy Russ, Special Projects

Thru: Dara MacDonald, Town Manager

Subject: Gunnison County and CO-135 Comprehensive Safety Plan Adoption

Summary:

The Town Council is being asked to adopt the Gunnison County and CO-135 Comprehensive Safety Action Plan (CSAP). The CSAP was developed in partnership with Gunnison County, the City of Gunnison, and the Town of Crested Butte. The CSAP aims to improve traffic safety outcomes in Gunnison County and the CO-135 corridor and serves as a guide for infrastructure investment and as a foundation for pursuing grant funding for implementing roadway improvements. Development of the CSAP is what allowed us eligibility to apply for the subsequent \$15M grant award for highway improvements.

The adoption of the CSAP concludes the plan's grant obligations. The City of Gunnison adopted the Plan on February 24th and Gunnison County adopted the Plan on February 25th.

Previous Council Action:

The Town Council approved the Crested Butte Transportation Mobility Plan (TMP) March 4, 2024. Specific safety improvements identified in the Safety Plan are consistent with the recommendations of the TMP. Furthermore, the Town subsequently entered into an IGA with the Gunnison Watershed School District to co-fund the \$300,000 estimated design fees of the Red Lady roundabout on June 17 2024. It is important to note the design fee of the roundabout was not included in the total construction costs of the Red Lady roundabout in the SS4A Implementation Grant.

Background:

The Gunnison County Comprehensive Safety Action Plan (CSAP) was developed in partnership with Gunnison County, the City of Gunnison, and the Town of Crested Butte. Gunnison County received a \$200,000 Safe Streets for All, Planning Grant from the Federal Highway Administration (FHWA) in 2023 and served as the lead agency in applying for planning funds and managing the planning effort. The Town of Crested Butte's local match contribution amounted to \$5,000 dollars and approximately \$7,500 of staff time.

At the outset of the CSAP's planning effort, a steering committee was established with representation from Gunnison County, Town of Crested Butte, and City of Gunnison staff. The steering committee met on a biweekly basis to ensure progress. The Comprehensive Safety Plan identified key safety improvements needed between the City Gunnison (Intersection US50 and CO-135) to Crested Butte (Intersection of Elk Avenue and Sixth Street (CO-135)).

The CSAP serves as a guide for infrastructure investment in the County and along the CO-135 corridor, and as a foundation for pursuing grant funding for implementing roadway improvements to address location-specific and systemic safety issues. Recommendations in the CSAP were developed following an analysis of crash trends on CO 135, bolstered by community input and stakeholder engagement.

About the Plan:

The CSAP aims to improve traffic safety outcomes in Gunnison County and the CO-135 corridor. The FHWA'S Safe System approach served as a guiding framework in developing the CSAP. Within the five Safe System elements, the Gunnison County CSAP aimed to address the following:

- **Safe Roads:** Recommended countermeasures are intended to alert all users to and accommodate for potential hazards posed by Gunnison County's rural setting and harsh climate.
- **Safe Speeds:** Recommended countermeasures are intended to reduce vehicle speeds at known conflict points on County roads, reducing the severity and likelihood of severe crashes throughout Gunnison County.
- **Post-Crash Care:** Collaboration with Gunnison County first responders led the inclusion of recommended improvements in radio communications through much of the most rural parts of Gunnison County, enabling more immediate post-crash response.

Between January 1, 2018 and December 31, 2022, the five most recent years of crash history from the Colorado Department of Transportation (CDOT), there were four people killed in 3 crashes and 72 people were severely injured in 36 crashes on CO-135.

Several factors are common to crashes on CO-135. Among crashes possibly related to weather, more roadway departures occurred in snowy conditions (19), whereas broadside crashes occurred at higher rates in foggy conditions (22). Speeding was a potential contributing factor in 29 crashes, although that is potentially underreported owing to drivers' role in admitting to speeding, and driving under the influence of drugs or alcohol was suspected in 11 crashes. Inexperienced drivers were cited as a contributing factor in 30 crashes. Pedestrians were involved in four crashes, concentrated at the northern and southern ends of the corridor, and bicyclists were involved in two crashes.

This plan provides a comprehensive series of potential improvements to address traffic crashes on all roads in Gunnison County and on CO 135. Specifically, the CSAP recommends systemically implementing countermeasures countywide, prioritizing those that address speed management, lane departure crashes, and intersection crashes:

- **Speed management:**

- Variable speed limits and message signs
- **Lane departure:**
 - Warning signs and markers, Shoulders, Rumble strips, Guardrail Lighting
- **Intersection:**
 - Lighting, Roundabouts, Increased sight distance, Auxiliary lanes
Left-turn operations (at traffic signals) and Leading Pedestrian Intervals

The CSAP's Role in Implementation Funding Opportunities:

The planning effort concluded with a successful Safe Streets for All Implementation Grant application (which the Town of Crested Butte's supported through grant writing support from Sustainable Strategies), where the corridor was awarded \$15.265 million dollars with a local match requirement of \$3.186 million for the construction of eight key safety improvements, including the proposed single lane roundabout at the Intersection of Red Lady Avenue and CO-135, as shown in the table below.

	SS4A Federal Request	SS4A Non-Federal Match	Total Project Costs
SH 135 Corridor Improvements	\$ 2,450,400.00	\$ 612,600.00	\$ 3,063,000.00
<i>Edgeline Rumble Strips</i>	\$ 351,200.00	\$ 87,800.00	\$ 439,000.00
<i>Centerline Rumble Strips</i>	\$ 262,400.00	\$ 65,600.00	\$ 328,000.00
<i>Dynamic Message Sign</i>	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00
<i>Install Guardrail</i>	\$ 588,800.00	\$ 147,200.00	\$ 736,000.00
<i>Sidewalks</i>	\$ 848,000.00	\$ 212,000.00	\$ 1,060,000.00
Post Crash Emergency Services	\$ 696,000.00	\$ 174,000.00	\$ 870,000.00
<i>Pre-arrival Dispatcher Software</i>	\$ 56,000.00	\$ 14,000.00	\$ 70,000.00
<i>Radio Site Equipment</i>	\$ 640,000.00	\$ 160,000.00	\$ 800,000.00
SH 135 (Main Street) and US 50 (Tomichi Avenue)	\$ 752,800.00	\$ 188,200.00	\$ 941,000.00
<i>Change Corner R Turn Radius</i>	\$ 745,600.00	\$ 186,400.00	\$ 932,000.00
<i>Leading Pedestrian Interval</i>	\$ -	\$ -	\$ -
Retroreflective Backplate	\$ 2,400.00	\$ 600.00	\$ 3,000.00
<i>Flashing Yellow Arrow</i>	\$ 3,200.00	\$ 800.00	\$ 4,000.00
<i>Add signal head</i>	\$ 1,600.00	\$ 400.00	\$ 2,000.00
SH 135 and Brush Creek Road	\$ 6,468,000.00	\$ 1,617,000.00	\$ 8,085,000.00
Minor Rd Stop Control to Roundabout	\$ 3,797,600.00	\$ 949,400.00	\$ 4,747,000.00
Bus Pullout	\$ 340,800.00	\$ 85,200.00	\$ 426,000.00
Pedestrian Underpass	\$ 2,329,600.00	\$ 582,400.00	\$ 2,912,000.00
SH 135 and Cement Creek Road	\$ 2,673,600.00	\$ 668,400.00	\$ 3,342,000.00
Minor Rd Stop Control to Roundabout	\$ 2,673,600.00	\$ 668,400.00	\$ 3,342,000.00
SH 135 and Red Lady Avenue	\$ 2,224,800.00	\$ 556,200.00	\$ 2,781,000.00
Minor Rd Stop Control to Roundabout	\$ 2,224,800.00	\$ 556,200.00	\$ 2,781,000.00
Subtotal Budget for (C) Carrying Out Projects and Strategies	\$ 15,265,600.00	\$ 3,816,400.00	\$ 19,082,000.00
Total Budget for Activities (A), (B), and (C)	\$ 15,265,600.00	\$ 3,816,400.00	\$ 19,082,000.00

Discussion:

The discussion should focus on the consideration of adopting the plan. The data, analysis, and recommendations are in their final form.

Climate Impact:

The Gunnison County and CO-135 Comprehensive Safety Action Plan confirms the need for a relocated RTA transit stops and pedestrian underpass at the Brush Creek intersection. The underpass will increase the likelihood of the residents of Whetstone riding transit and reduce carbon emissions generated by the residents of Whetstone.

Financial Impact:

None. The adoption of the Gunnison County and CO-135 Safety Action Plan closes the 2023 Safe Street for All Planning Grant Gunnison County that was awarded by the Federal Highway Administration. Approval of this plan has no impact on the \$15.2 million SS4A Implementation Grant for CO-135.

Legal Review:

Not required.

Recommendation:

Staff recommends Town Council adopt the Gunnison County and CO-135 Comprehensive Safety Action Plan.

Proposed Motion:

A Council member should make a “motion to adopt Gunnison County and CO-135 Comprehensive Safety Action Plan” as part of the Consent agenda.

Attachments:

- Gunnison County and CO-135 Comprehensive Safety Action Plan

GUNNISON COUNTY

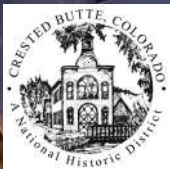
COMPREHENSIVE SAFETY ACTION PLAN

Prepared for:

Gunnison County

Town of Crested Butte

City of Gunnison



FEHR & PEERS

Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter

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Image of the Gunnison County Combined Courts Building and Gunnison City in summer.

ACKNOWLEDGMENTS

Project Team

Martin Schmidt, Deputy County Manager for Public Works, PM

Anton Sinkewich, City of Gunnison

Troy Russ, Town of Crested Butte

Stakeholder Group

Adam Murdie, City of Gunnison

Andie Ruggera, City of Gunnison

Brian Killian, CDOT

Mark Bunnell, CDOT

Chris Hensley, Adaptive Sports

Chris Wilson, City of Gunnison

CJ Malcolm, Gunnison Valley Health

Cody Tusing, City of Gunnison

David Gardner, City of Gunnison

Derek Harwell, Crested Butte South Property Owners Association

Hillary Seminick, Gunnison County

Hugo Ferchau, City of Gunnison

Jack Greene, Town of Crested Butte

Jason Kibler, City of Gunnison

Jeff Smith, Town of Mount Crested Butte

Jeremy Herzog, The Mountain Express

Jessi Spencer, CDOT

John David, CDOT

Josh Ashe, Gunnison County

Keith Robinson, City of Gunnison

Mark Rogers, CDOT

Mel Yemma, Town of Crested Butte

Mike Reily, Town of Crested Butte

Paul Morgan, Gunnison Watershed School District

Ronnie Benson, Crested Butte South Metropolitan District

Scott Truex, Gunnison Valley RTA

Sean Pope, Gunnison County

Sparky Casebolt III, Gunnison County

Consultant Team

Fehr & Peers

Dan Cawley, PM

Charlie Alexander, PE, AICP, RSP(1), Principal-in-Charge

Danielle Furuichi

Katelynn Hall

Kathrine Skollingsberg

Josh Hartley

Christine Go

Luna Hoopes

Fiona Dunn



CHAPTER 1

EXECUTIVE SUMMARY

Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **EXECUTIVE SUMMARY** provides a concise summary of this Plan's development, analysis, findings, and recommendations to improve traffic safety in Gunnison County.

1. EXECUTIVE SUMMARY

The Gunnison County Comprehensive Safety Action Plan (CSAP) aims to improve traffic safety outcomes in Gunnison County, Colorado. The CSAP will serve as a guide for infrastructure investment in the county, and as a foundation for pursuing grant funding for implementing roadway improvements to address location-specific and systemic safety issues.

In addition to making countywide recommendations, the CSAP provides more detailed analysis and recommendations for Colorado State Highway 135 (CO 135) between US Highway 50 in the City of Gunnison and Elk Avenue in Crested Butte. CO 135 is Gunnison County's primary commuter corridor, it has a high rate of crashes, and is critical to the Gunnison County economy. These recommendations were developed following an analysis of crash trends on CO 135, bolstered by community input and stakeholder engagement.

The Federal Highway Administration's Safe System approach served as a guiding framework in developing the CSAP. Within the five Safe System elements, the Gunnison County CSAP aimed to address the following:



Safe Roads: Recommended countermeasures are intended to alert all users to and accommodate for potential hazards posed by Gunnison County's rural setting and harsh climate

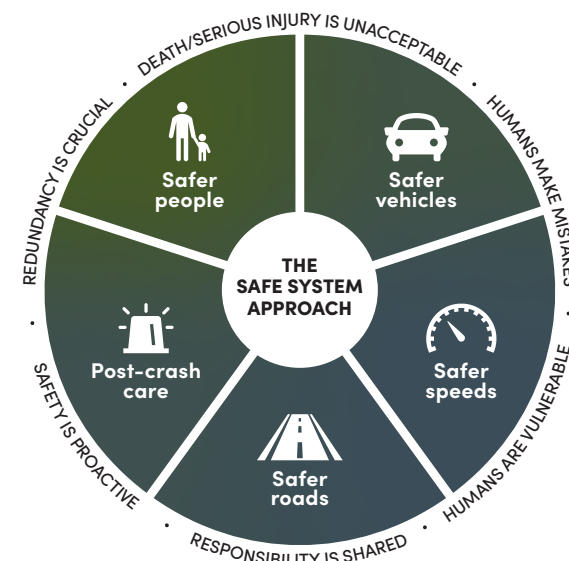


Safe Speeds: Recommended countermeasures are intended to reduce vehicle speeds at known conflict points on County roads, reducing the severity and likelihood of severe crashes throughout Gunnison County



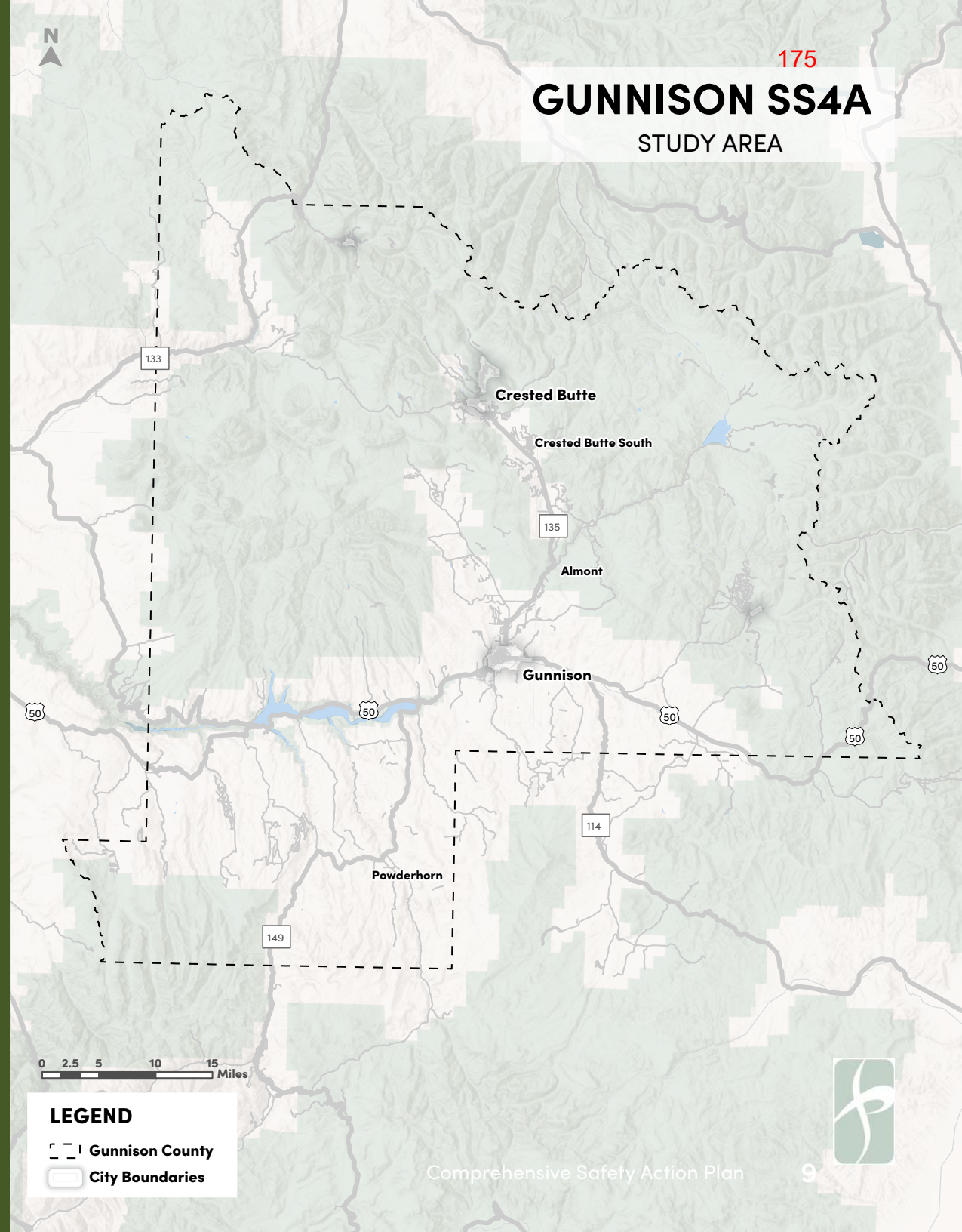
Post-Crash Care: Collaboration with Gunnison County first responders led the inclusion of recommended improvements in radio communications through much of the most rural parts of Gunnison County, enabling more immediate post-crash response

Referring to the Safe System approach as the CSAP is revised following refreshed data analyses and implementation of improvements throughout Gunnison County will ensure consistent progress towards the shared goal of reducing fatal and severe injury crashes on roads through the County.



Development of the CSAP was led by Gunnison County, in partnership with the City of Gunnison and the Town of Crested Butte. The study area is shown in **Figure 1**.

Figure 1: Study Area



1. EXECUTIVE SUMMARY

1.1 Project Introduction

Between January 1, 2018 and December 31, 2022, the five most recent years of crash history from the Colorado Department of Transportation (CDOT), there were 1,499 crashes countywide and 264 crashes on the CO 135 corridor. Countywide, 26 people were killed in 22 crashes and 250 people were severely injured in 191 crashes. On the CO 135 corridor, four people were killed in 3 crashes and 72 people were severely injured in 36 crashes.

1.2 Crash History, 2018–2022

A summary of reported crashes countywide by severity by year is shown in **Figure 2**.

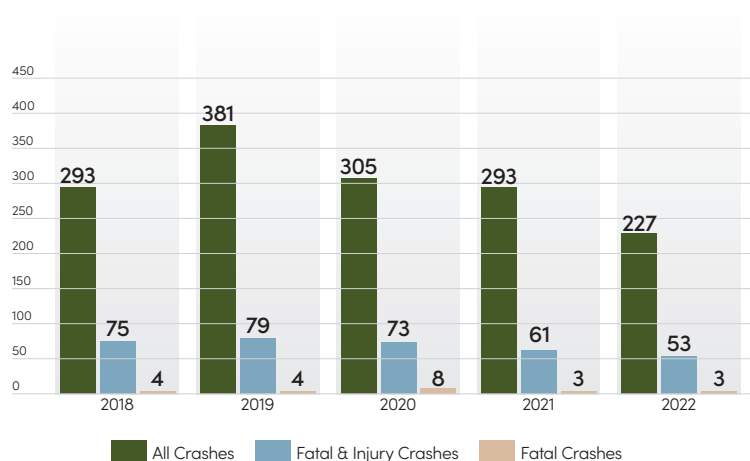


Figure 2: Countywide Crashes by Year

A summary of reported crashes on CO 135 by severity by year is shown in **Figure 3**.

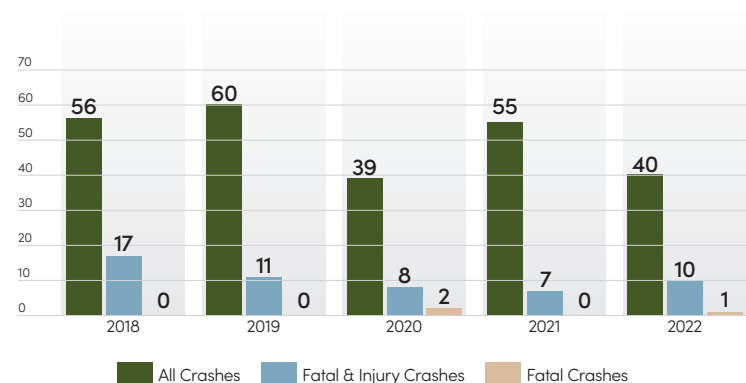


Figure 3: CO 135 Crashes by Year

While it is difficult to extract trends from five years of data that included the COVID-19 pandemic, the number of fatal and injury crashes in Gunnison County and on CO 135 remains stubbornly high.

In reviewing trends from the most recent ten years of data, total crashes by year are decreasing on average, whereas fatal and severe injury crashes are increasing. Most crashes on an annual basis are “property damage only” with no injuries involved.



1.3 Types

Countywide, the top five crash types are: wild animal (291), overturning (272), parked motor vehicle (121), rear end (110), and broadside (106). However, when isolating for crashes that resulted in a severe injury or fatality, 184 (86%) occurred at non-intersection locations and 29 (14%) occurred at intersections (including driveways). **Figure 4** shows the types of severe injury and fatal crashes countywide. Grouping together severe injury and fatal non-intersection crashes that resulted from departing the travel lane (either to the left or to the right), 163 (77%) of 213 severe injury and fatal crashes are lane departure crashes. Implementing countermeasures to address intersection crashes and lane departure crashes is critical to reducing the total number of severe injury and fatal crashes.

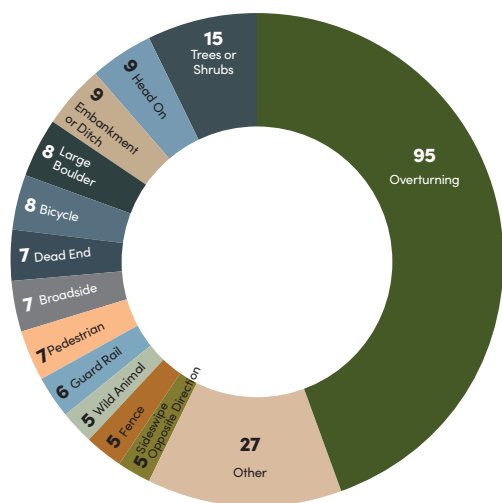


Figure 4: Countywide Severe Injury and Fatal Crashes by Type, 2018-2022

These countywide trends generally align with the severe injury and fatal crash types on CO 135. **Figure 5** shows the

types of severe injury and fatal crashes on CO 135. Lane departure crashes are a top crash type for the corridor, as well as broadside (intersection-related) crashes, and crashes involving pedestrians or bicyclists.

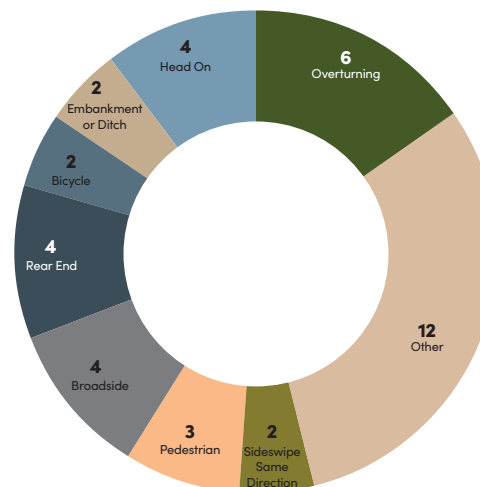


Figure 5: CO 135 Severe Injury and Fatal Crashes by Type, 2018-2022



1. EXECUTIVE SUMMARY

1.4 Systemic Factors

This plan completed an analysis of systemic safety factors on CO 135; however, these systemic factors are likely applicable on roads countywide.

Several factors are common to crashes on CO 135. Among crashes possibly related to weather, more roadway departures occurred in snowy conditions (19), whereas broadside crashes occurred at higher rates in foggy conditions (22). Speeding was a potential contributing factor in 29

crashes, although that is potentially underreported owing to drivers' role in admitting to speeding, and driving under the influence of drugs or alcohol was suspected in 11 crashes. Inexperienced drivers were cited as a contributing factor in 30 crashes. Pedestrians were involved in four crashes, concentrated at the northern and southern ends of the corridor, and bicyclists were involved in two crashes.



Image of CO 135 in Gunnison north of downtown

1.5 Recommendations

This plan recommends systemically implementing countermeasures countywide, prioritizing those that address speed management, lane departure crashes, and intersection crashes, specifically:



Speed management:

- Variable speed limits
- Variable message signs



Lane departure:

- Warning signs and markers
- Shoulders
- Rumble strips
- Guardrail
- Lighting



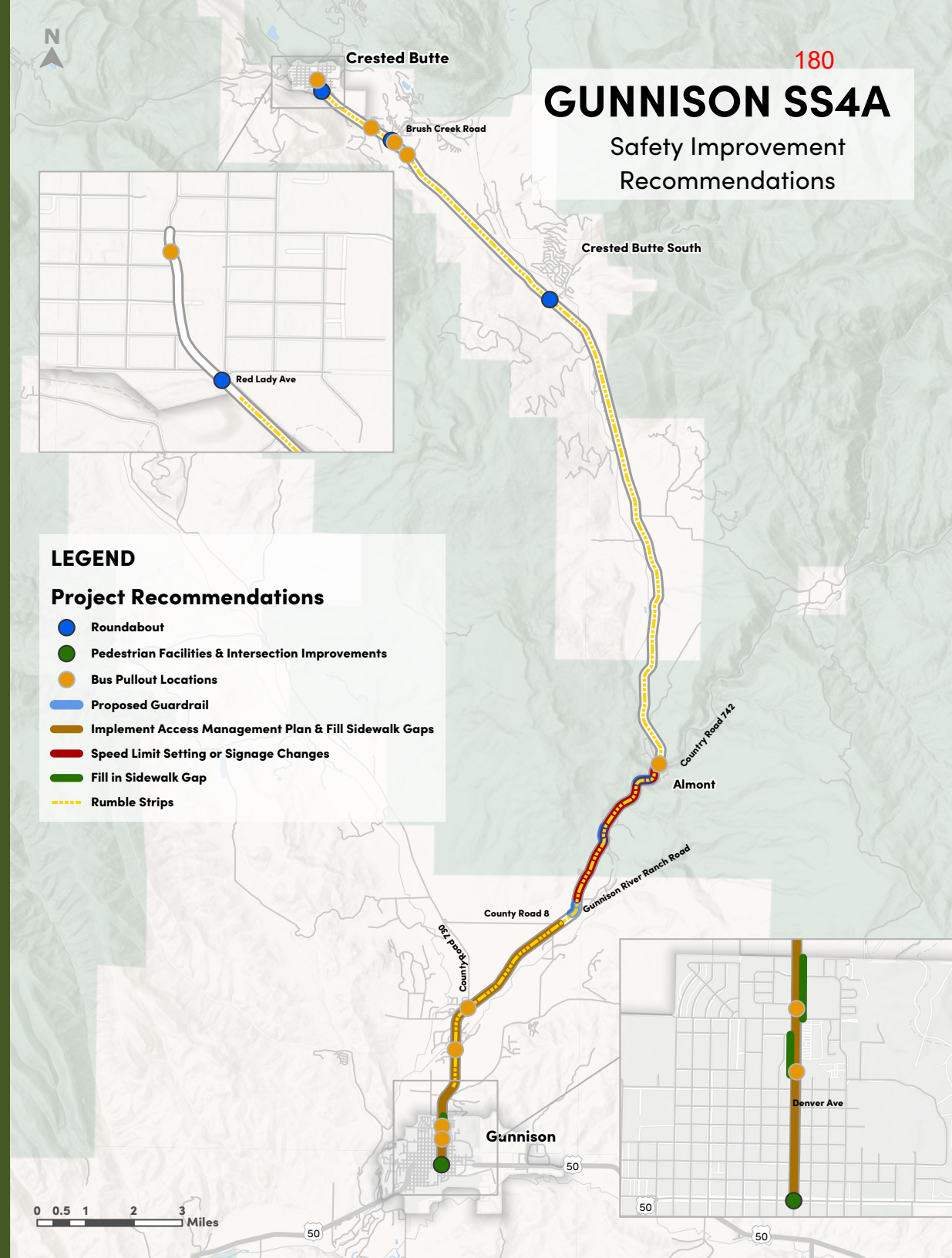
Intersection:

- Lighting
- Roundabouts
- Increased sight distance
- Auxiliary lanes
- Left-turn operations (at traffic signals)
- Leading Pedestrian Intervals (at traffic signals)

1. EXECUTIVE SUMMARY

On CO 135, improvements are proposed throughout the corridor as well as at five key locations to improve conditions for all users. Proposed corridor-wide improvements include center and edge-line rumble strips, which are known to reduce both head-on and roadway departure crashes. Location-specific improvements are proposed at the intersection of US 50 / CO 135, and at the intersections of CO 135 and Cement Creek Road, Brush Creek Road, and Red Lady Avenue, with overarching goals of reducing vehicle speeds and improving multimodal facilities, and reducing side-street delay while preserving CO 135 as a critical regional connection. The full suite of proposed improvements on CO 135 is shown in **Figure 6**.

Figure 6: CO 135 Proposed Improvements



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CHAPTER 2

PLANNING STRUCTURE

Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **PLANNING STRUCTURE** chapter identifies all parties involved in developing this Plan and their roles in addressing traffic safety outcomes in Gunnison County.

2. PLANNING STRUCTURE

The Gunnison County Comprehensive Safety Action Plan (CSAP) was developed in partnership with Gunnison County, the City of Gunnison, and the Town of Crested Butte. Gunnison County served the lead agency in applying for planning funds and managing the work that followed. At the outset of this planning effort, a steering committee was established with representation from Gunnison County, Town of Crested Butte, and City of Gunnison staff as members, meeting on a biweekly basis to ensure progress. Each entity is briefly described below.



2.1 Gunnison County

Represented by Martin Schmidt, Assistant County Manager for Public Works, Gunnison County has a population of 16,920 and is predominantly rural in nature. Amongst its countywide responsibilities, Gunnison County's jurisdiction includes the unincorporated lands between the City of Gunnison and the Town of Crested Butte, including the unincorporated Crested Butte South development.



2.2 Town of Crested Butte

Represented by Troy Russ, Community Development Director, Crested Butte is a small, urban town with a population of 1,640. Known as a destination for year-round recreation, it sits at the northern end of CO 135 and the Gunnison Valley and functions as the economic center of the north valley.



2.3 City of Gunnison

Represented by Anton Sinkewich, Community Development Director, the City of Gunnison has a population of 6,560 and is the county seat for Gunnison County. Home to the largest share of the County's population, it is the commercial and administrative core of Gunnison County. Additionally, Gunnison County is the site of regionally significant infrastructure in terms of a regional airport, hospital, Western Colorado University, and a variety of commercial outlets.



2.4 Colorado Department of Transportation

The Colorado Department of Transportation (CDOT) is an essential partner in addressing safety concerns in Gunnison County and on CO 135. CDOT participated in the project kick-off and has been updated as planning has progressed to ensure development of potential improvements for CO 135 complies with CDOT standards.

2.5 Local Stakeholders

In addition to stakeholder groups engaged through focus groups as described later in this plan, members of the project steering have been updating local entities as the project has progressed, ensuring broader awareness of planning efforts among County, City, and Town staff.



CHAPTER 3

COUNTYWIDE SAFETY ANALYSIS

Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **COUNTYWIDE SAFETY ANALYSIS** presents an assessment of traffic and traffic safety conditions in Gunnison County, providing context for more focused targeted interventions.

3. COUNTYWIDE SAFETY ANALYSIS

3.1 Community-wide Context

Gunnison County is a largely rural, mountainous county in southwestern Colorado. Several rivers and creeks formed the geography of Gunnison County including the Gunnison River, Tomichi Creek, Ohio Creek, East River, Taylor River, and Cochetopa Creek. The larger roads in the county travel through the valleys formed by these rivers and creeks. Outside of the valleys, mountain passes connect to communities within and adjacent to Gunnison County. The county's variation in topography is significant: the county low point on the Gunnison River is at approximately 5,900 feet whereas the high point is over 14,000 feet at Castle Peak. Gunnison County experiences an extreme range of temperatures: the record high and low temperatures are 104 degrees and -47 degrees, respectively.

Gunnison County's population is approximately 16,920 (2020 Decennial Census). There are three incorporated cities and towns in Gunnison County:

- **The City of Gunnison**, population 6,560
- **The Town of Crested Butte**, population 1,640
- **The Town of Mount Crested Butte**, population 940

These three cities and towns are all off the CO 135 corridor that connects Gunnison to Crested Butte to Mount Crested Butte. Combining the population of these cities and towns with residents of the unincorporated county between them, most of the county's population lives off the CO 135 corridor.

Tourism is a significant driver of the Gunnison County economy. Crested Butte Mountain Resort is an internationally renowned ski destination in the winter and early spring months. The county is also a tourist destination in the summer and fall months for camping, hiking, mountain biking, rafting, fishing, and hunting.



Image of a woman fly fishing

3.2 Countywide Transportation Conditions

There are seven state highways in Gunnison County managed by the Colorado Department of Transportation:

- **US 50** travels east-west through southern Gunnison County, from Montrose west of Gunnison County, through the City of Gunnison, to Salida east of Gunnison County. Its Average Annual Daily Traffic (AADT) ranges from 2,400 vehicles per day at the Chaffee County border to 12,000 vehicles per day in the City of Gunnison.
- **CO 92** travels east-west within Gunnison County, connecting the Gunnison River at the Blue Mesa Dam to the west county limits. CO 92 does not connect to any major population centers in Gunnison County. Its AADT is approximately 500 vehicles per day.
- **CO 114** travels north-south within Gunnison County, connecting US 50 east of the City of Gunnison with the north end of the San Luis Valley. CO 114 does not connect to any major population centers in Gunnison County. Its AADT is approximately 400 vehicles per day.
- **CO 133** travels north-south within the northwest corner of Gunnison County, from Hotchkiss in Delta County to Carbondale in Garfield County. Its AADT ranges from 1,000 to 1,400 vehicles per day.
- **CO 135** travels north-south from the City of Gunnison to the towns of Crested Butte and Mount Crested Butte. Its AADT ranges from 3,900 vehicles per day near Almont to 10,000 vehicles per day in the City of Gunnison.
- **CO 149** travels north-south in Gunnison County, connecting the Gunnison River at the Lake City Bridge to the south county limits. CO 149 connects Powderhorn, an unincorporated community, to US 50. Its AADT ranges from 700 to 1,000 vehicles per day.
- **CO 306**, Cottonwood Pass Road, travels east-west in Gunnison County, connecting County Road 742 to Buena Vista east of Gunnison County. It is closed in winter months. AADT information is not available for CO 306.

Beyond the state highways, there are county roads in the unincorporated county and city and town streets in Gunnison, Crested Butte, and Mount Crested Butte. Higher-trafficked County roads are paved; however, many miles of county roads are unpaved where traffic volumes are low. City and town streets are almost always paved and are generally lower in classification and serve local trips.

3.3 Countywide Crash Data

Recorded crashes in Gunnison County were accessed via DiExSys Vision Zero Suite, which includes crashes on state highways attributed to the milepost. Off state highways, crashes are geocoded based on the major/minor streets where possible; however, not all crashes have the necessary data for this geocoding.

The crashes used in mapping and analysis presented in this study occurred within the most recent five-year period available, which is January 1st, 2018 to December 31st, 2022. Additionally, the data only captures reported crashes; if a crash occurred but was not reported to local police or other authorities, there is no record of it in Vision Zero Suite.

During the five-year analysis period, there were 1,499 crashes in Gunnison County. The highest density of crashes (regardless of mode or the occurrence of injury) was on the two busiest state highways: US 50 and CO 135:

- US 50 near Blue Mesa Reservoir, in the City of Gunnison, and approaching Monarch Pass
- US 135 in Gunnison, near Almont, and approaching Crested Butte

A heat map of all crashes is shown in **Figure 7**.

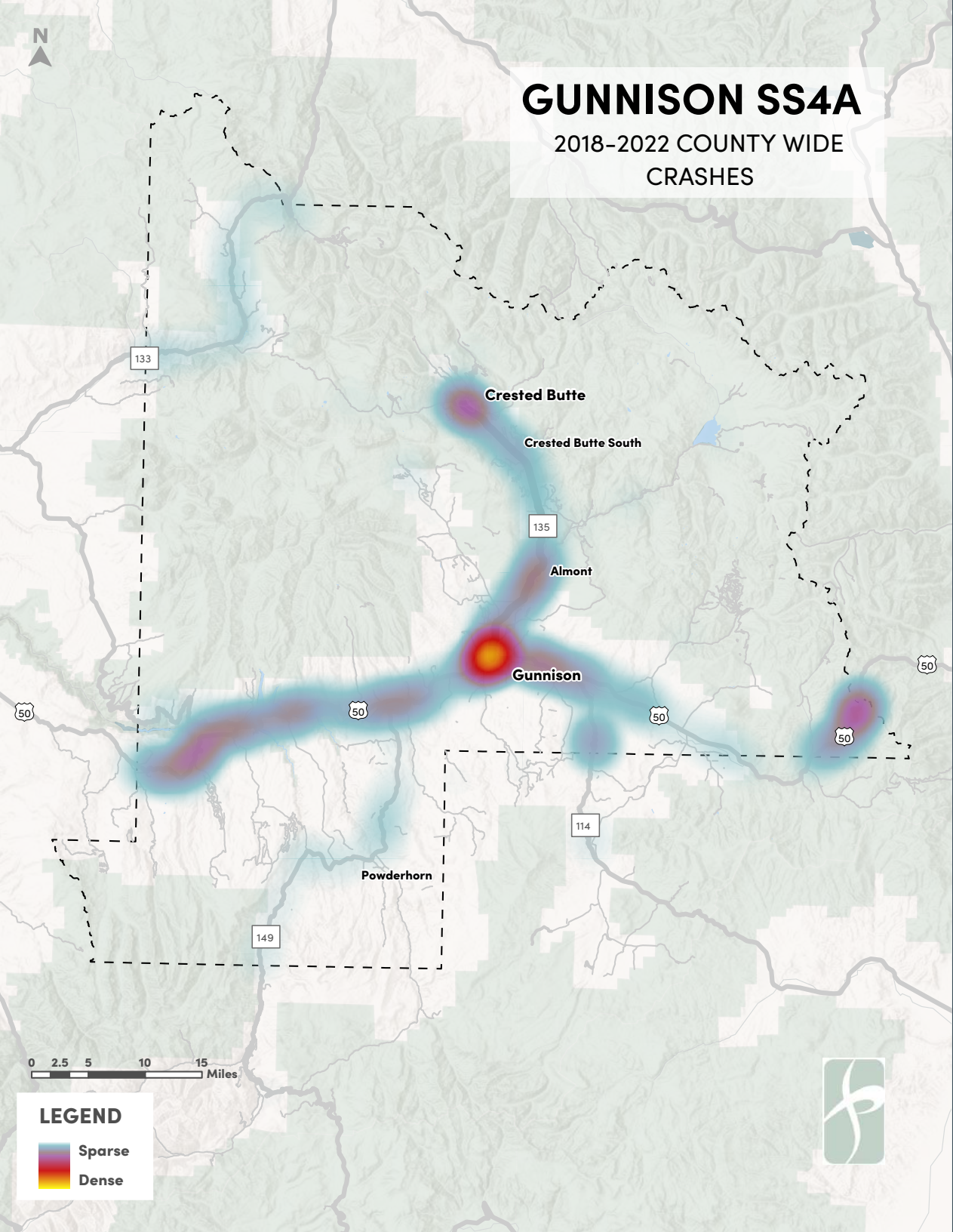


Figure 7: Countywide All Crashes, 2018-2022

3. COUNTYWIDE SAFETY ANALYSIS

A review of injury crashes, shown in **Figure 8**, shows that there were seven injury crashes involving a pedestrian and eight injury crashes involving a bicyclist during the analysis period. Pedestrian- and bicyclist-involved crashes tend to be in the more urban parts of the county, in particular in Gunnison on US 50 and CO 135.

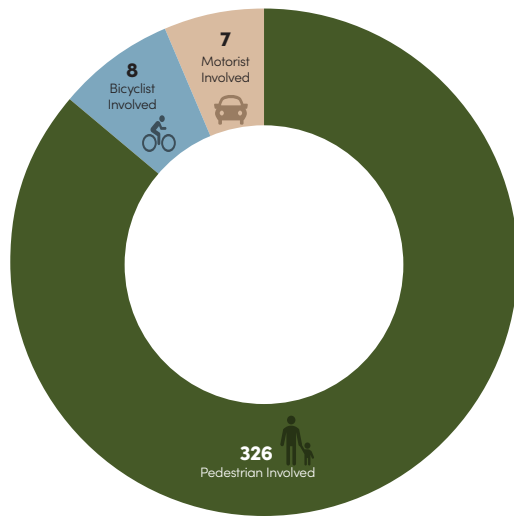
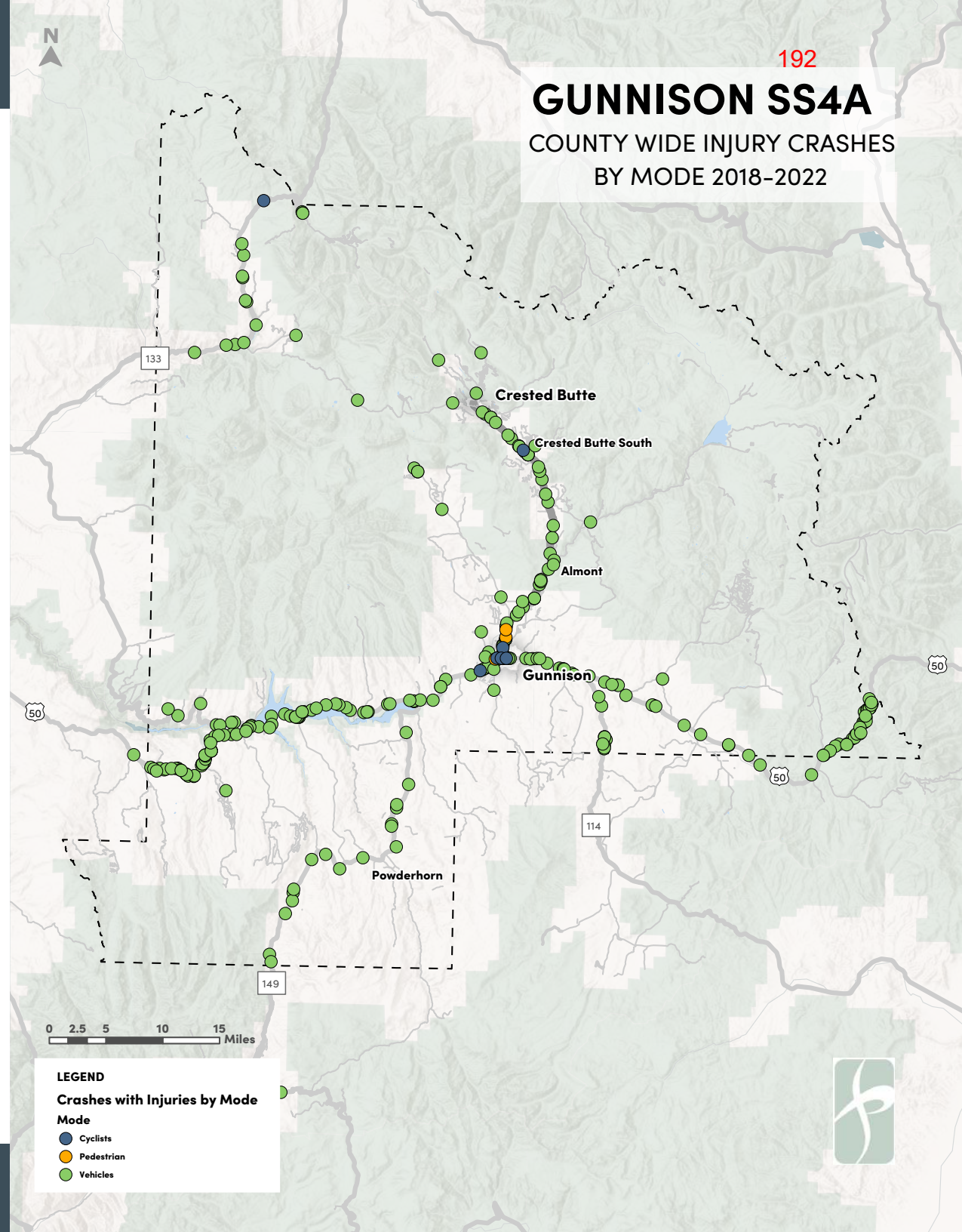


Figure 8: Countywide Injury Crashes by Mode

Injury crashes by mode are shown in **Figure 9**. Pedestrian- and bicyclist-involved crashes are shown in **Figure 10**.

Figure 9: Countywide Injury Crashes by Mode



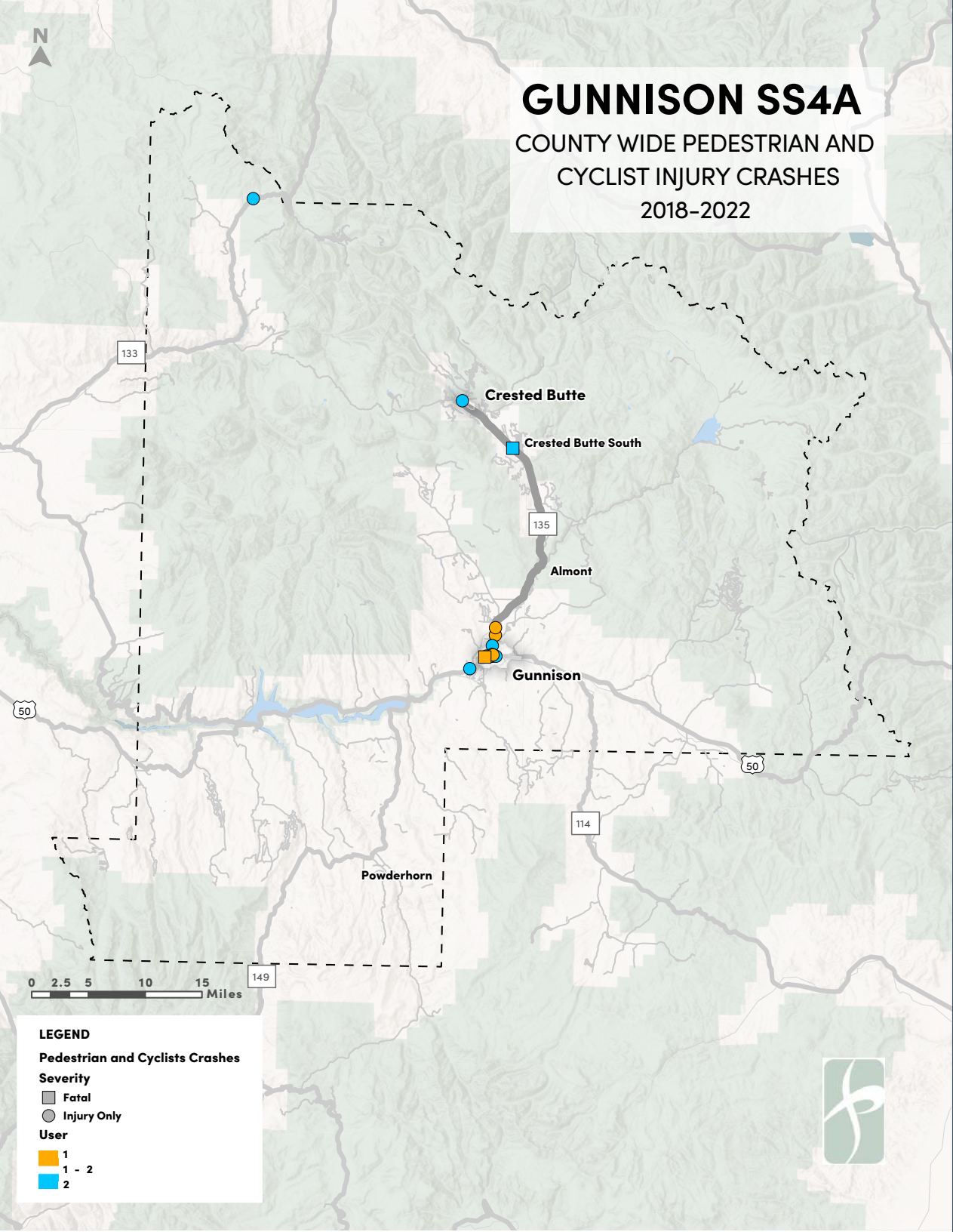


Figure 10: Countywide Pedestrian- and Bicyclist-Involved Crashes

3. COUNTYWIDE SAFETY ANALYSIS

3.3.1 Countywide Severe Injury and Fatal Crashes

With the CSAP's goal of eliminating all severe injury and fatal crashes countywide, this specific subset of crashes requires additional attention. Severe injury and fatal crashes during the analysis period are shown in **Figure 12**. As with all crashes, the highest density of severe injury and fatal crashes (regardless of mode or the occurrence of injury) was on the two busiest state highways: US 50 (104 crashes over 74 miles, or 1.41 crashes per mile) and CO 135 (39 crashes over 27.5 miles, or 1.42 crashes per mile).

3.3.2 Countywide Crash Types

Of all reported crashes during the analysis period that resulted in a severe injury or fatality (213 total), 184 (86%) occurred at non-intersection locations and 29 (14%) occurred at intersections (including driveways). Of the severe injury or fatal non-intersection crashes, **Figure 11** shows the most common crash types.

Grouping together severe injury and fatal non-intersection crashes that resulted from departing the travel lane (either to the left or to the right), 163 (77%) of 213 severe injury and fatal crashes are lane departure crashes. **Figure 13** shows countywide lane departure crashes (all severity levels) and **Figure 14** shows countywide intersection crashes (all severity levels).

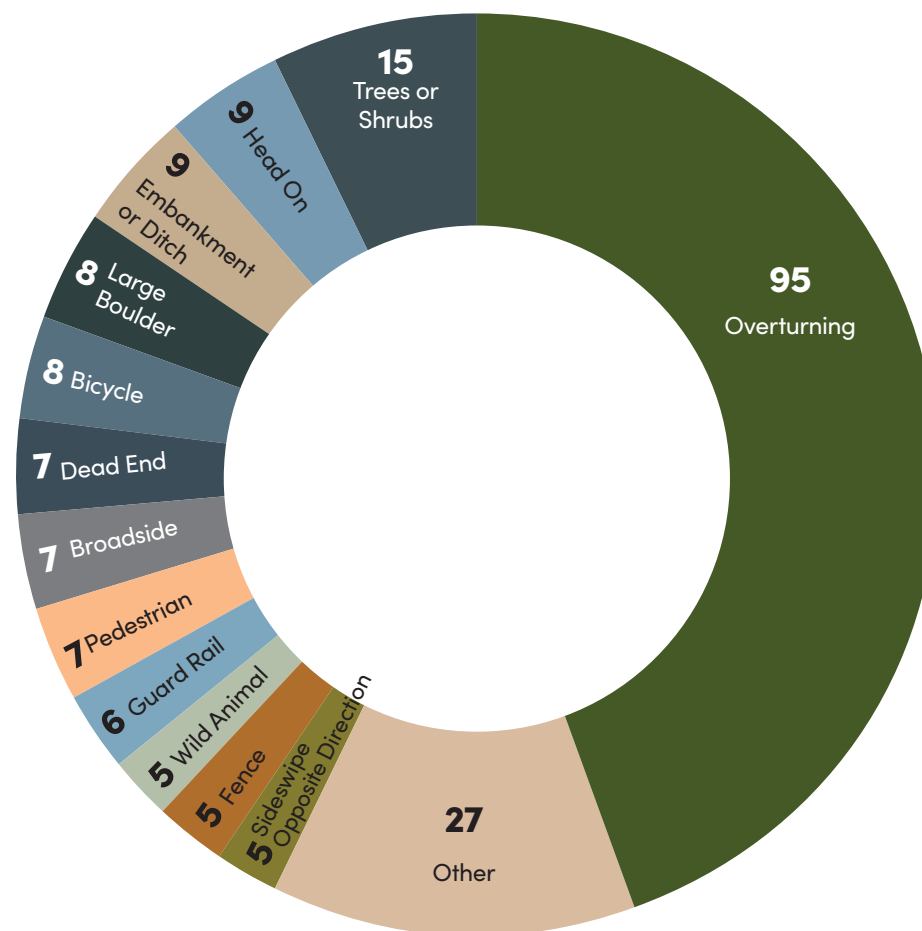


Figure 11: Countywide Crashes by Type

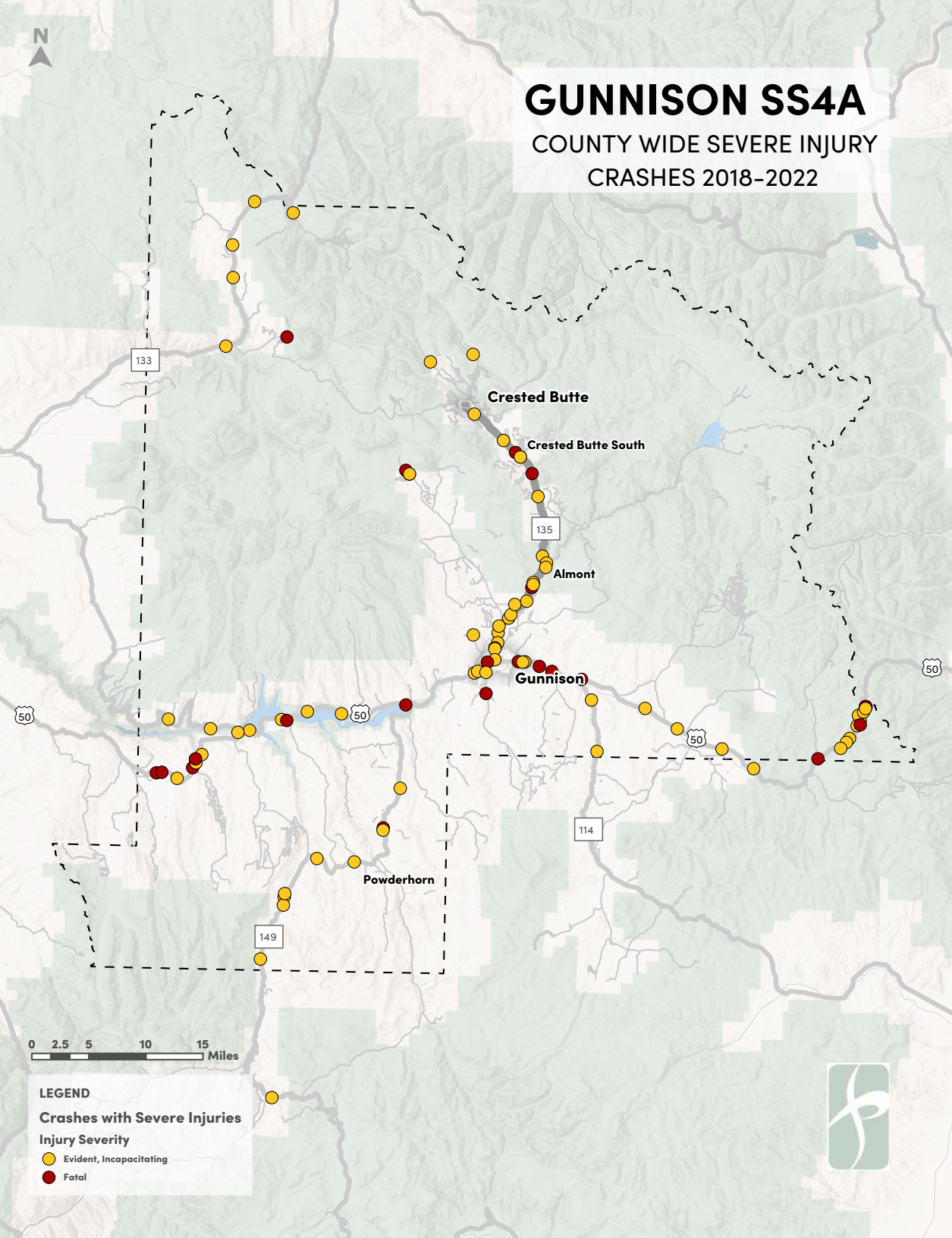
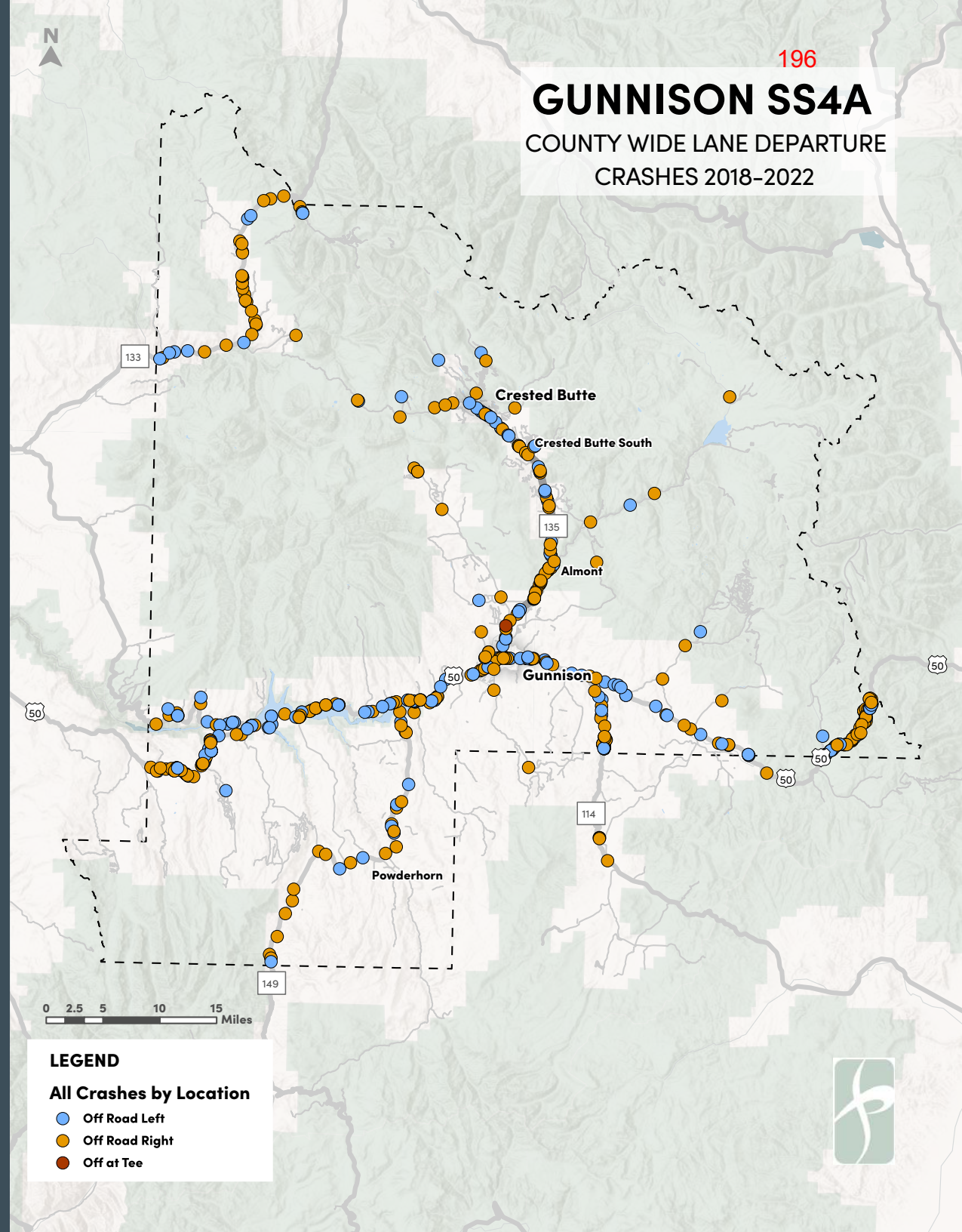


Figure 12: Countywide Severe Injury and Fatal Crashes

3. COUNTYWIDE SAFETY ANALYSIS

Figure 13: Countywide Lane-Departure Crashes



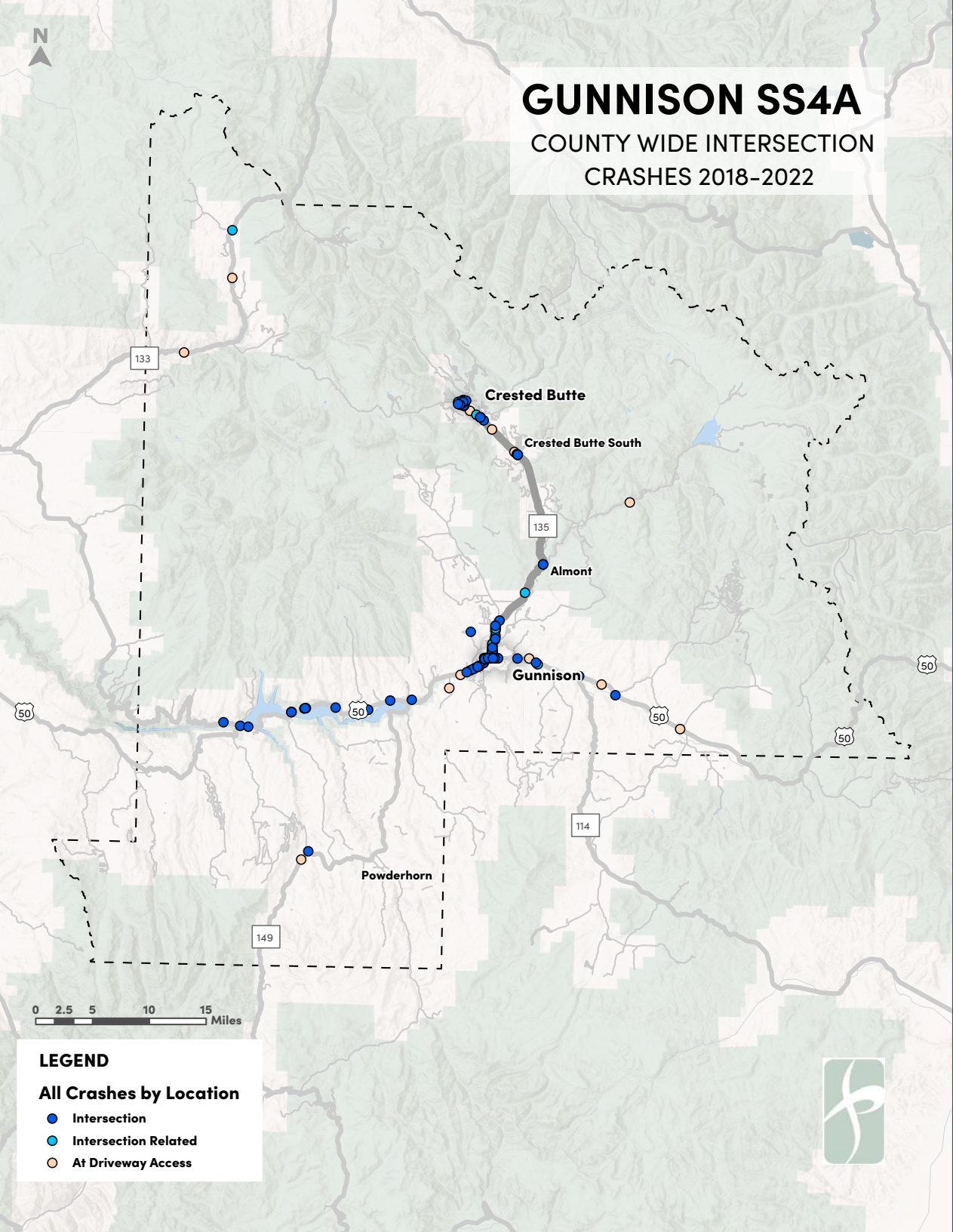


Figure 14: Countywide Intersection Crashes



CHAPTER 4

CO 135 SAFETY ANALYSIS

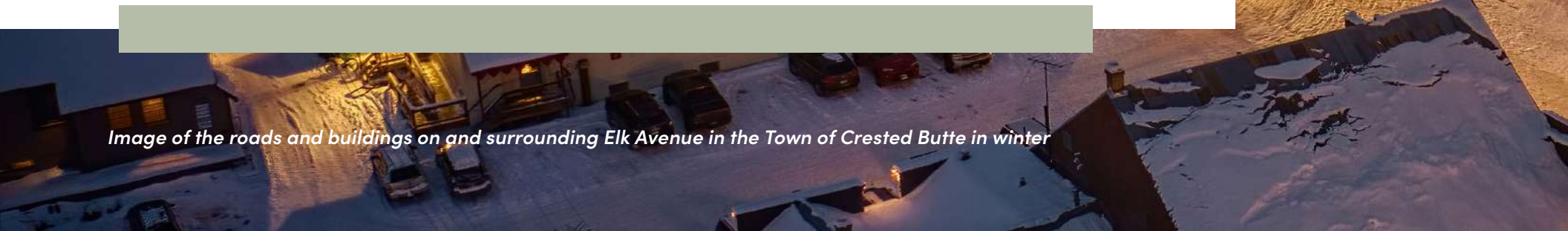


Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **CO 135 SAFETY ANALYSIS** presents the methods used, and results from a comprehensive review of traffic safety data on CO 135 in Gunnison County.

4. CO 135 SAFETY ANALYSIS

The CSAP provides more detailed analysis and recommendations for Colorado State Highway 135 (CO 135) between US Highway 50 in the City of Gunnison and Elk Avenue in Crested Butte. CO 135 is Gunnison County's primary commuter corridor, it has a high rate of crashes, and is critical to the Gunnison County economy.

4.1 CO 135 Transportation Conditions

CO 135 is a state highway managed and maintained by the Colorado Department of Transportation, approximately 27 miles in length between Gunnison and Crested Butte. For much of these extents, CO 135 is a rural, two-lane highway with regular driveways or other side roads.

Within Gunnison city limits, CO 135 generally provides two travel lanes in each direction with a center, two-way left-turn lane. Left turn lanes are provided at both signalized and unsignalized intersections. Sidewalks are provided on both sides of the street, though with gaps throughout. The posted speed limit ranges from 25 mph at the southernmost end of the corridor to 40 mph adjacent to the Meadows Shopping Center. North of the Gunnison city boundary the posted speed limit increases to 55 mph at Mile Post 1.

North of Gunnison, the speed limit is consistently higher (50–55 mph) with occasional segments of posted speed limits of 40–45 mph. Approximately 1.5 miles north of US 50, CO 135

transitions from two lanes in each direction to one lane in each direction. There are no main-line intersection controls between Spencer Avenue in Gunnison and Bellevue Avenue in Crested Butte. Key intersections in the Gunnison County-maintained portion of CO 135 include those with Chinook Trail, County Road 730, County Road 742 (to Cottonwood Pass), County Road 740/Cement Creek Road, County Road 738/Brush Creek Road, and Red Lady Avenue. North of Brush Creek Road, there is a separate multiuse path paralleling CO 135 on the north side of the road, otherwise, there is no multimodal infrastructure provided along this segment of the corridor.

Approaching Crested Butte from the south, the posted speed limit on CO 135 begins to drop, reaching 25 mph adjacent to the Crested Butte Community High School. Within Crested Butte, sidewalks are provided on both sides of the street.

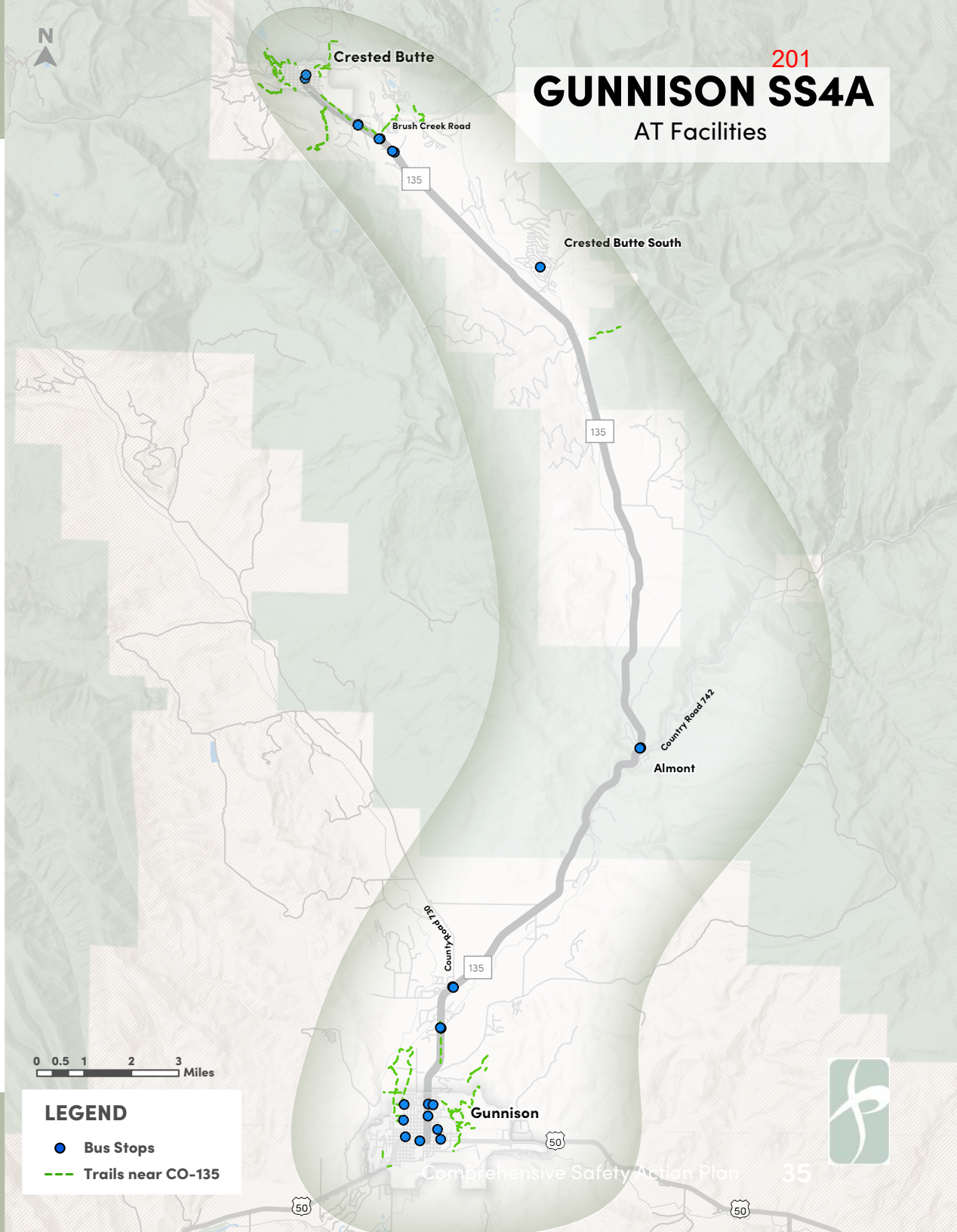


Image of CO 135 at Spencer Ave on a snowy day with vehicles and a bicyclist.

Transit service is provided throughout the CO 135 corridor by Gunnison Valley Regional Transit Authority (RTA), with on-street stops concentrated at either end of the corridor. Within Crested Butte, Mountain Express provides free transit service on CO 135 between Bellview and Elk Avenues. Mountain Express is a free, public transit service in the North Valley, Connecting Crested Butte to Mount Crested Butte and the Crested Butte Mountain Resort.

Transit stops and off-street bicycling and walking facilities are shown in **Figure 15**, and posted speed limits are shown in **Figure 16**.

Figure 15: CO 135 Transit and Active Transportation Facilities



4. CO 135 SAFETY ANALYSIS

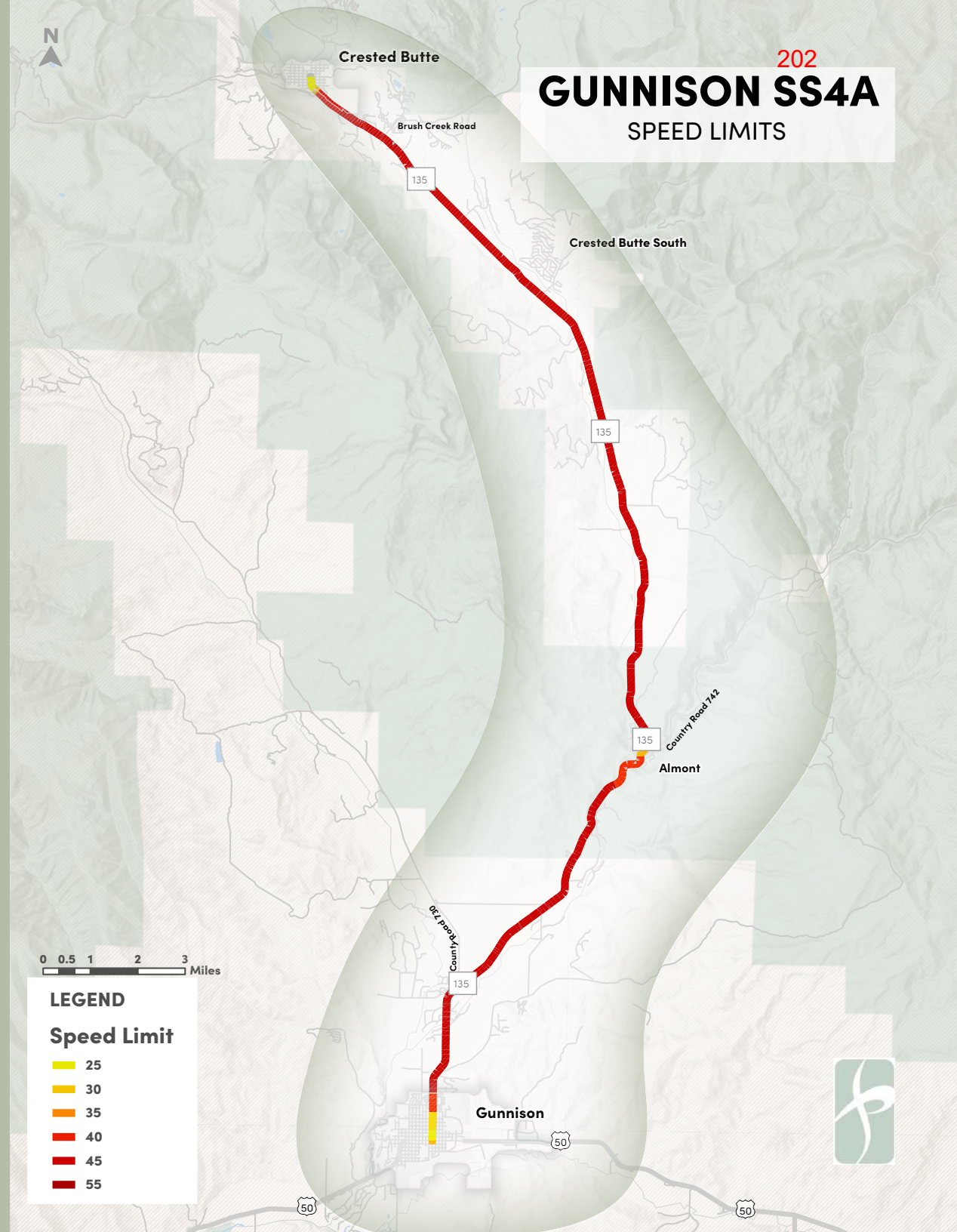


Figure 16: CO 135 Posted Speed Limits



4.2 CO 135 Crash Data

Recorded crashes on CO 135 were accessed via DiExSys Vision Zero Suite, which includes crashes on state highways attributed to the milepost. Vision Zero Suite is both a repository for crash data and a platform for conducting Level of Service of Safety (LOSS) analyses.

The crashes used in mapping and analysis presented in this memorandum occurred within the most recent five-year period available, which is January 1st, 2018 to December 31st, 2022. Additionally, the data only captures reported crashes; if

a crash occurred but was not reported to local police or other authorities, there is no record of it in Vision Zero Suite.

During the five-year analysis period, the highest density of crashes (regardless of mode or the occurrence of injury) was in Gunnison, at the intersection of County Road 742 in Almont, near Brush Creek Road, and in Crested Butte. A heat map of all crashes is shown in **Figure 17**.

4. CO 135 SAFETY ANALYSIS

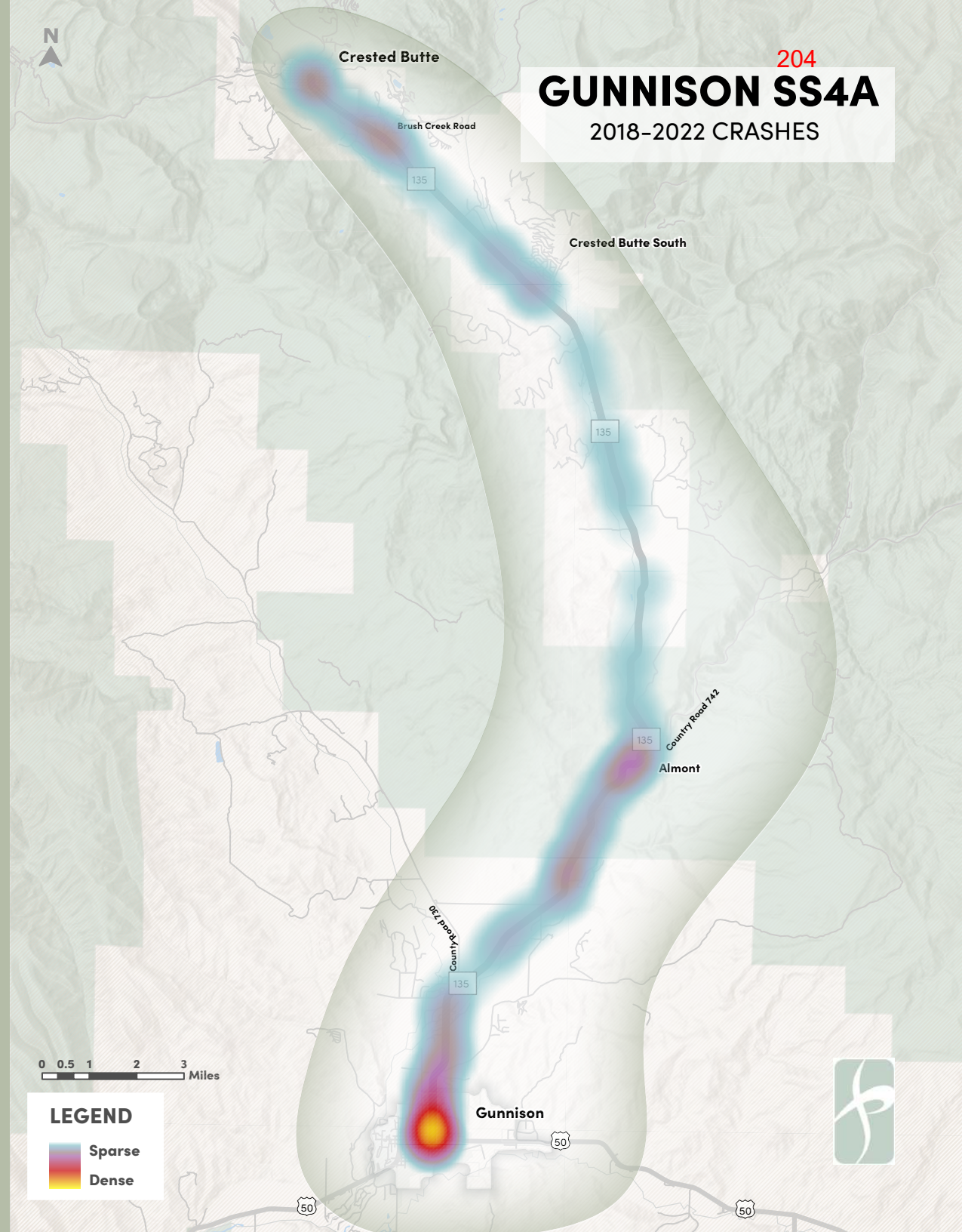
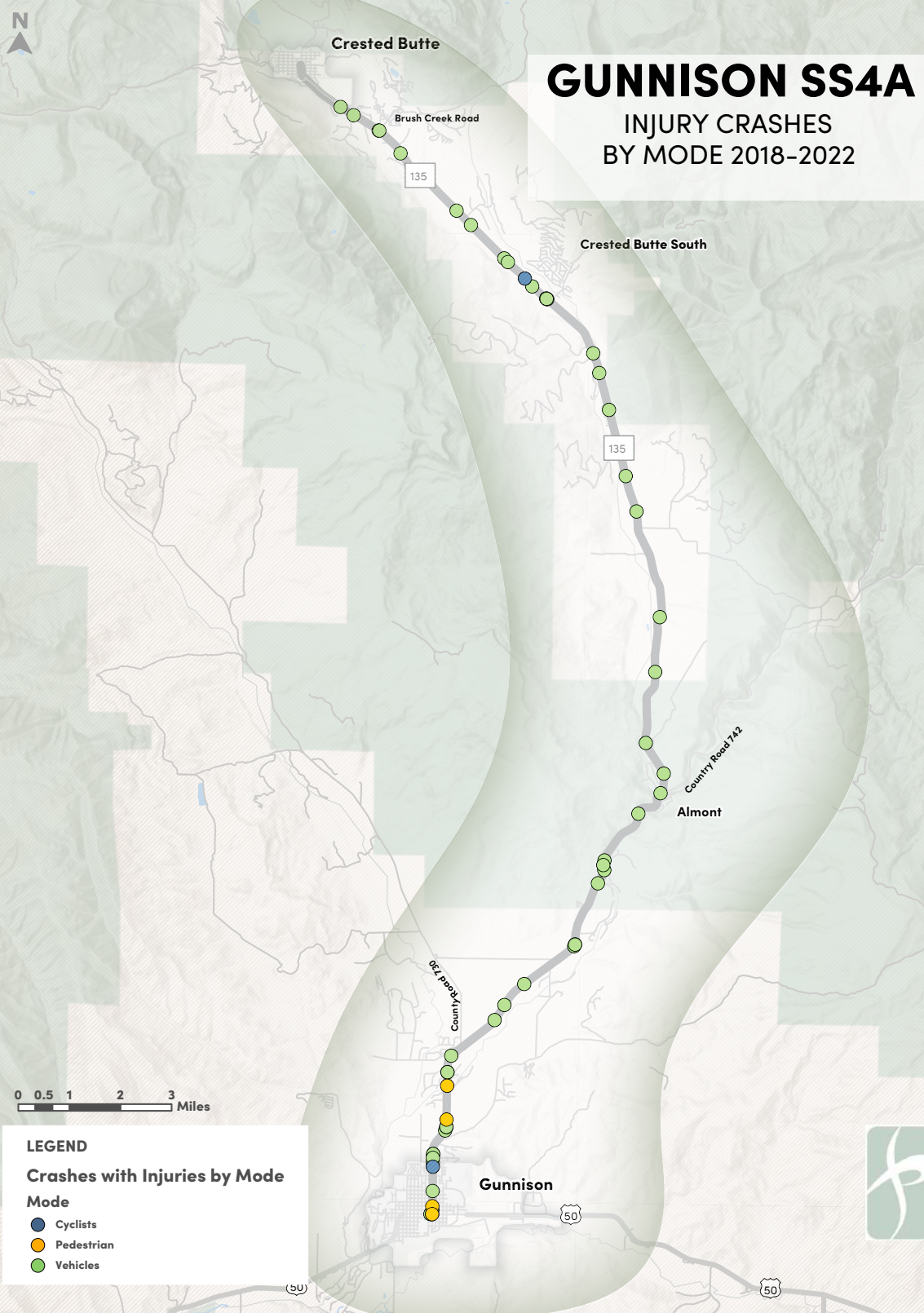


Figure 17: CO 135 All Crashes, 2018-2022



A review of injury crashes shows that there were four injury crashes involving a pedestrian and two injury crashes involving a bicyclist during the analysis period. The pedestrian-involved crashes are concentrated at the southern end of the corridor, with injury crashes involving only motorists distributed throughout the corridor.

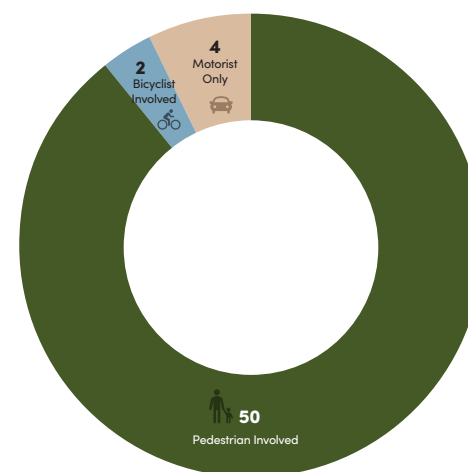


Figure 18: CO 135 Injury Crashes by Mode

Injury crashes by mode are shown in **Figure 19**. Pedestrian- and bicyclist-involved crashes are shown in **Figure 20**.

Figure 19: CO 135 Injury Crashes by Mode

4. CO 135 SAFETY ANALYSIS

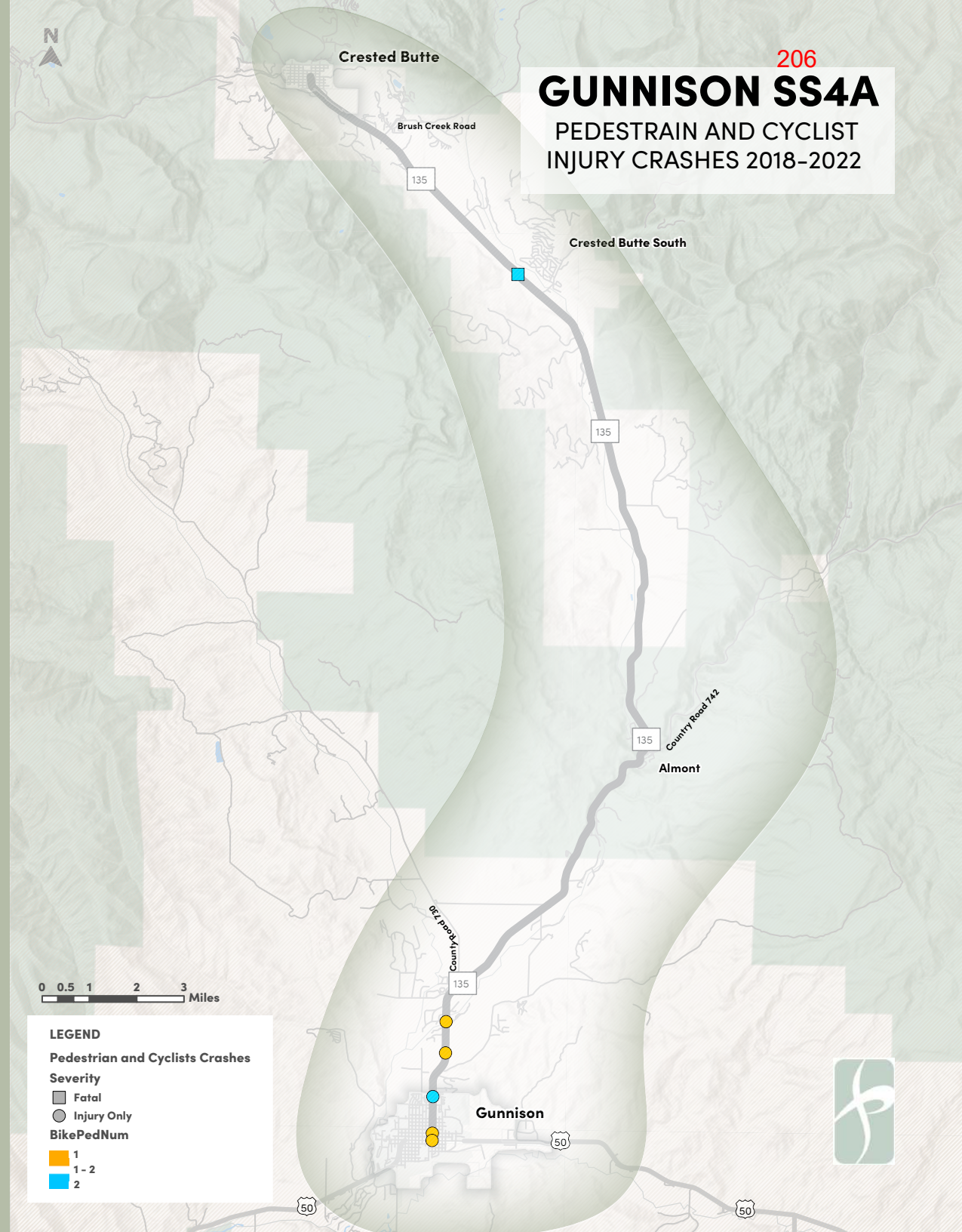
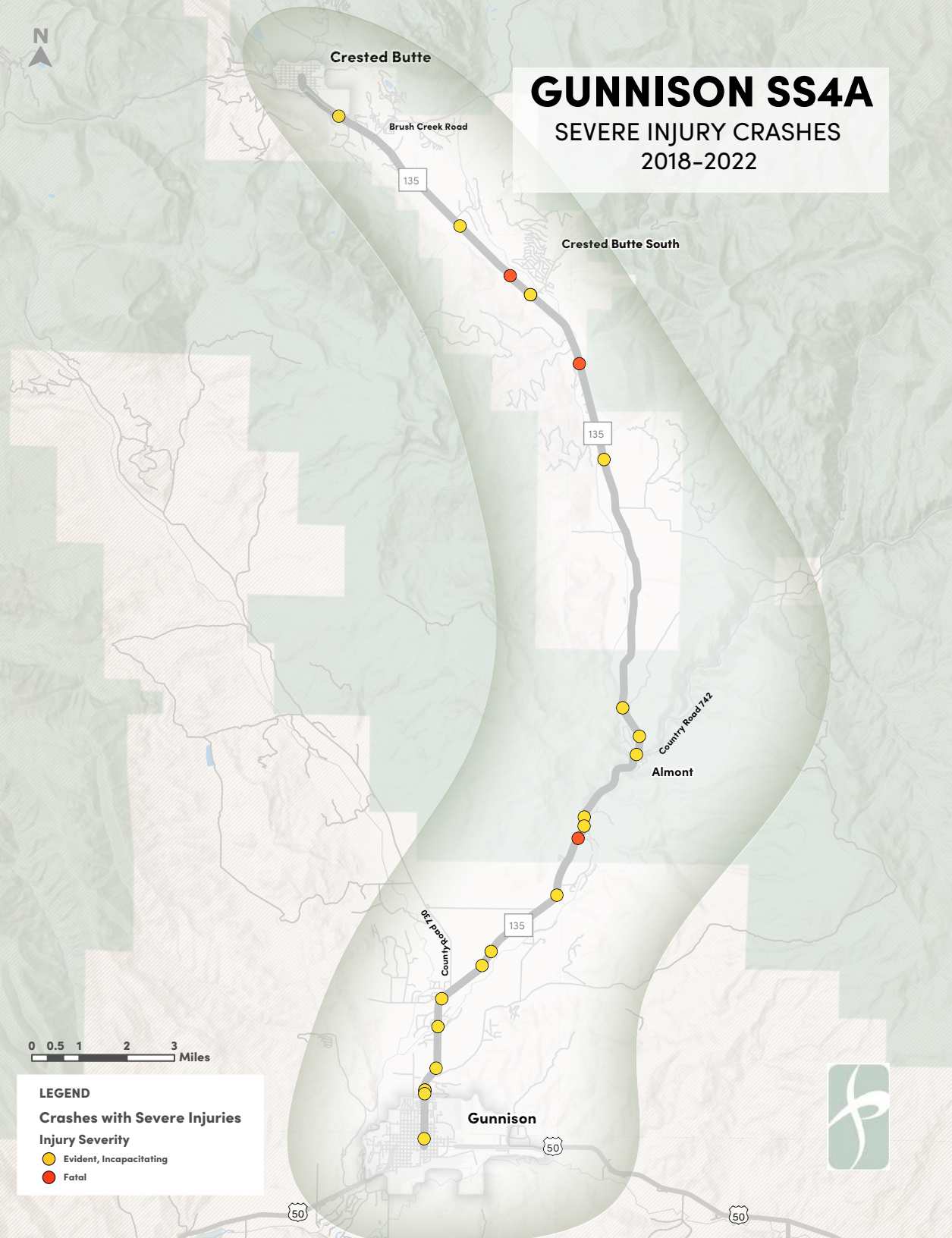


Figure 20: CO 135 Pedestrian- and Bicyclist-Involved Crashes



4.2.1 CO 135 Severe Injury and Fatal Crashes

With the CSAP's ultimate goal of eliminating all severe injury and fatal crashes on CO 135, this specific subset of crashes requires additional attention. Severe injury and fatal crashes on CO 135 during the analysis period are shown in **Figure 21**. While there is a higher concentration of severe injury and fatal crashes at the southern end of the corridor, these crashes occur through the corridor. During the analysis period, there were three fatal crashes, of which one involved a bicyclist, while the other two involved only motorists.

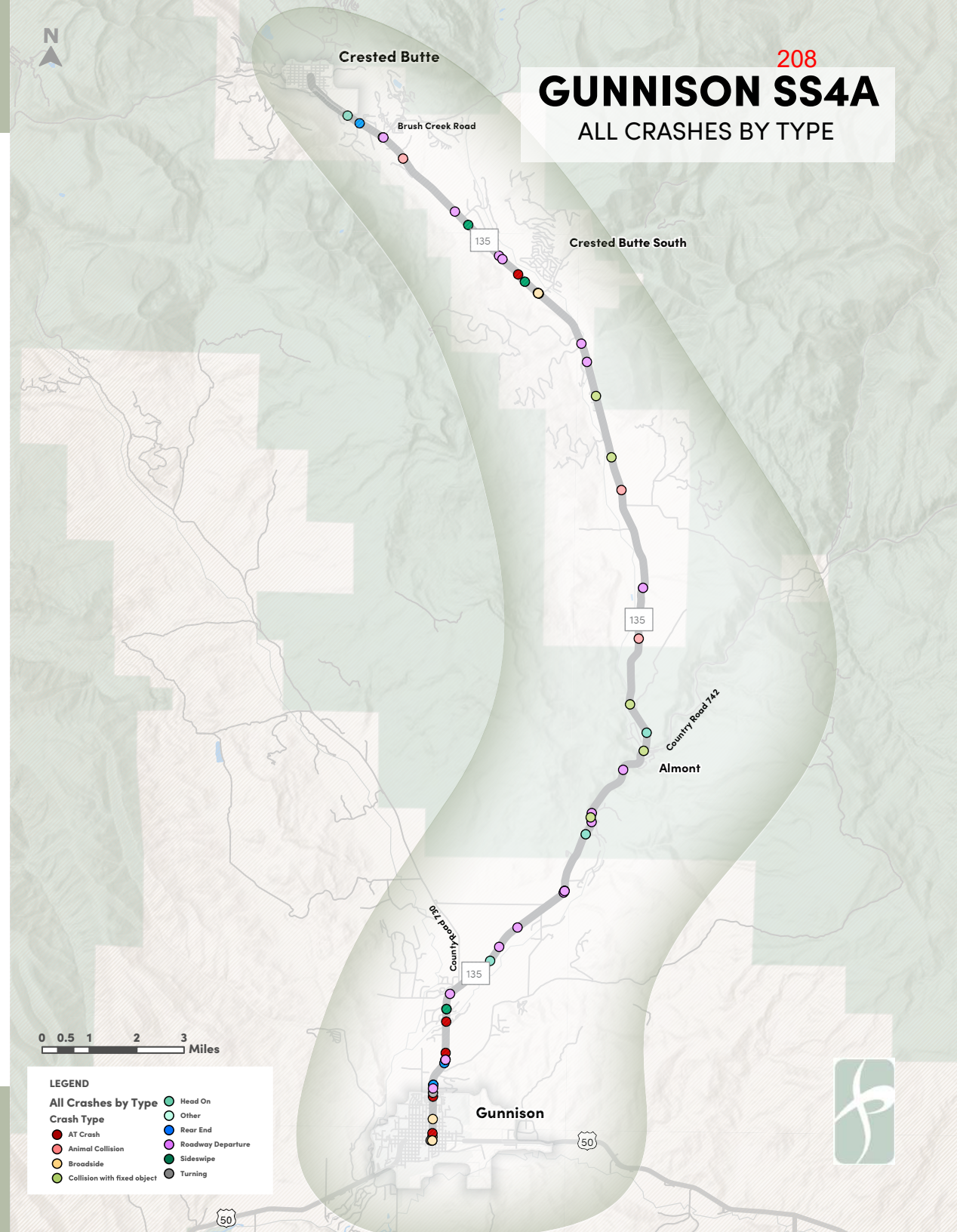
Figure 21: CO 135 Severe Injury and Fatal Crashes

4.2.2 CO 135 Crash Types

Of all reported crashes during the analysis period, the most common crash types are animal strikes (66 crashes), rear-end crashes (34), and broadside crashes (26). However, when reviewing only crashes that resulted in injuries to one or more people involved, broadside crashes (7), overturning (6), and rear-end crashes (5) are the most common crash types. Injury crashes by type are shown in **Figure 22**.

In reviewing broader crash categories that occurred at higher frequencies along the corridor, two categories stood out as particularly prominent – lane departure crashes and intersection crashes. Lane departure crashes are relatively evenly distributed throughout the corridor, with pockets of higher concentrations on segments and curves south of Almont and between Brush Creek Road and Red Lady Avenue. Intersection crashes occurred at higher frequencies south of County Road 8 and north of Brush Creek Road. Lane departure crashes are presented in **Figure 23** and intersection crashes are presented in **Figure 24**.

Figure 22: CO 135 Crashes by Type



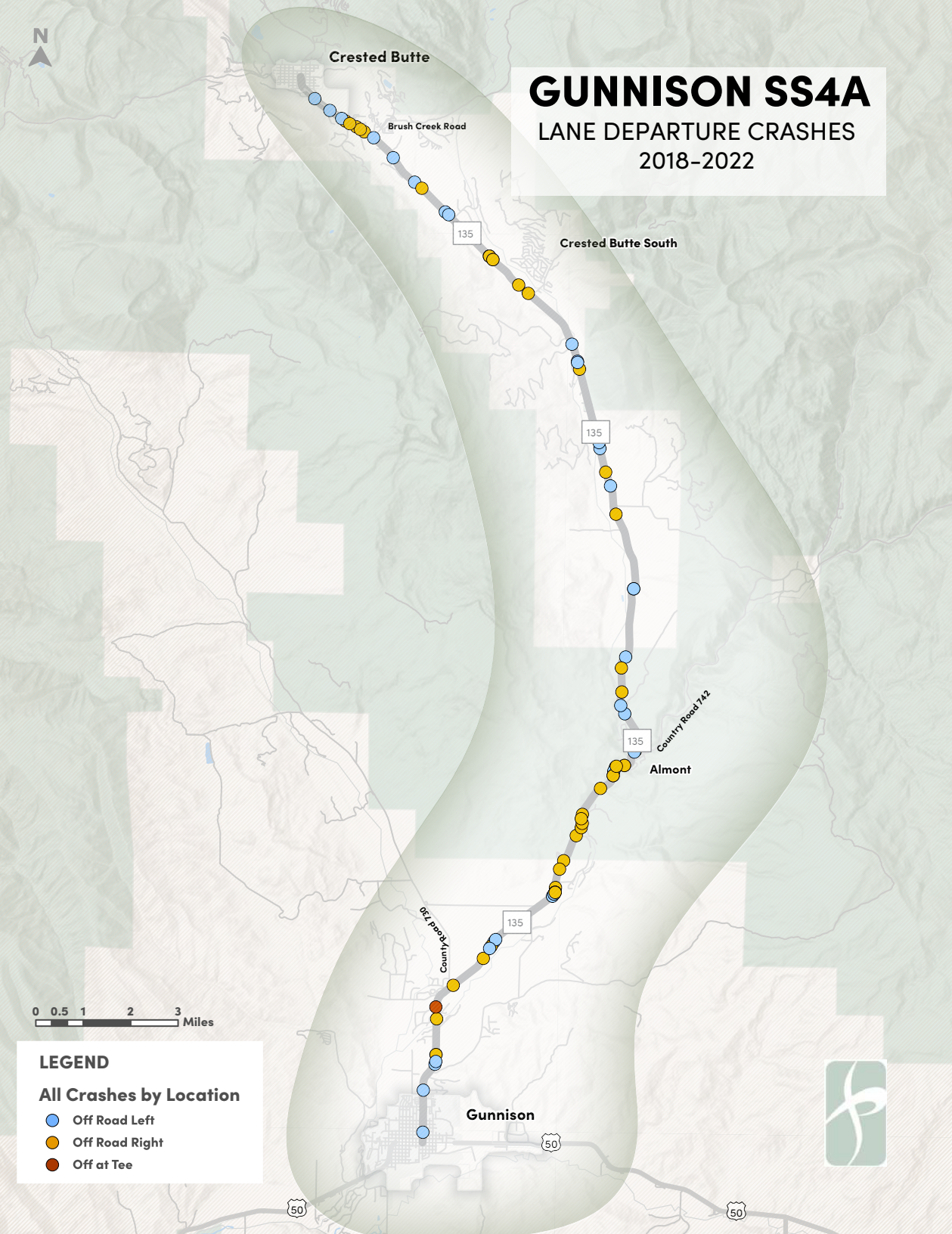


Figure 23: CO 135 Lane-Departure Crashes

4. CO 135 SAFETY ANALYSIS

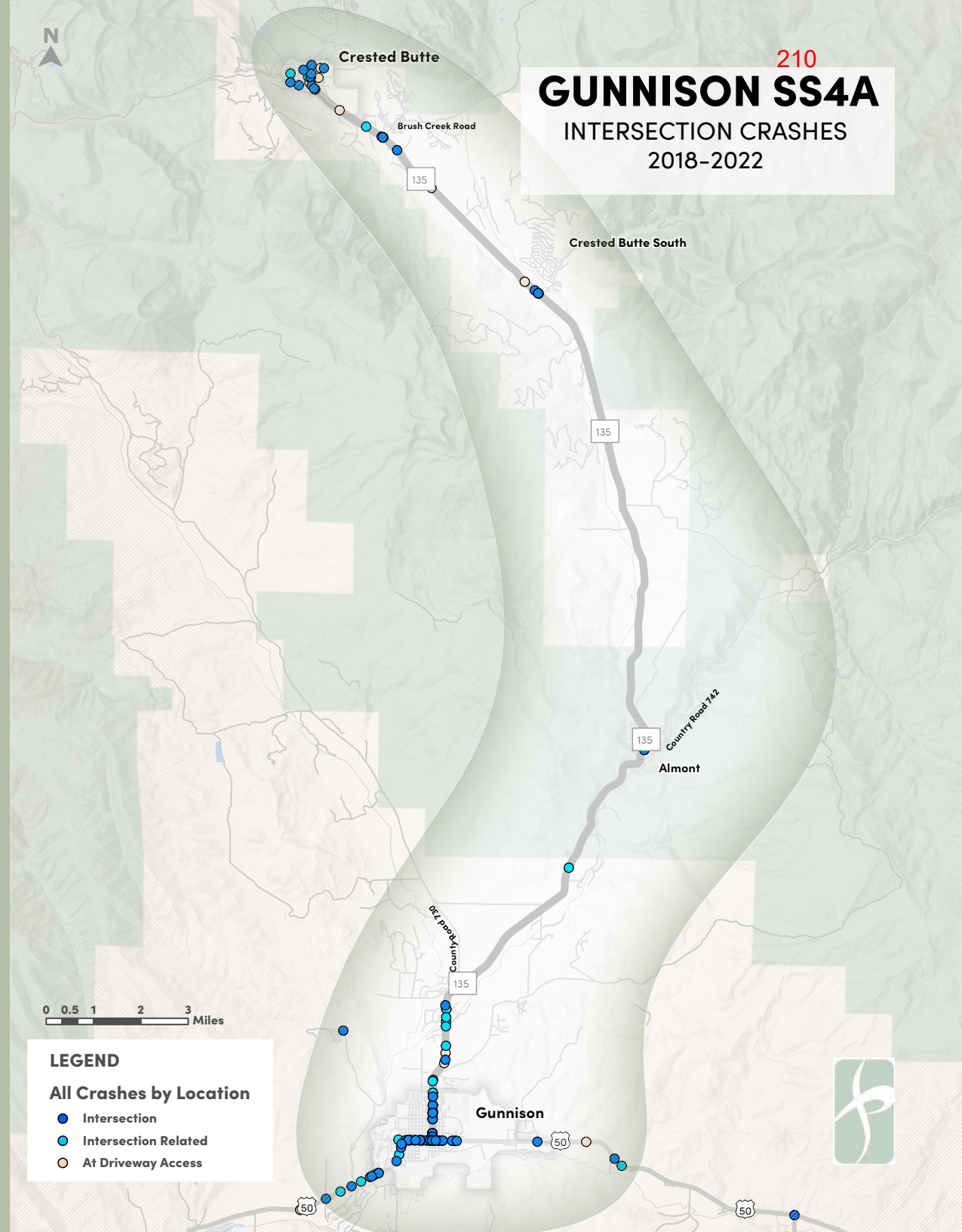


Figure 24: CO 135 Intersection Crashes



Image of CO 135 on a snowy day in Gunnison County.

4.2.3 CO 135 Level of Service of Safety Analysis

Crash data presented elsewhere in this plan is all based on either frequency or severity of crashes of different types. However, to better understand areas of concern in analyzing crash history, and to begin exploring causality in crash history, Level of Service of Safety (LOSS) analyses were conducted for CO 135.

LOSS is a methodology supported by CDOT and conducted through Vision Zero Suite. LOSS allows practitioners to identify intersections and roadway segments on which crashes are happening at high frequencies, or with greater severity, than would be expected at similar locations around the state. The platform requires that users input a variety of location-based variables such as number of travel lanes, presence of a median, average annual daily traffic (AADT), and presence of a traffic signal.

Using Vision Zero Suite's underlying crash data, AADT data taken from CDOT's Online Transportation Information System (OTIS) and local traffic counts, and manually-collected roadway configuration data, LOSS analyses for segments and intersections were conducted to determine both crash frequency and crash severity scores.

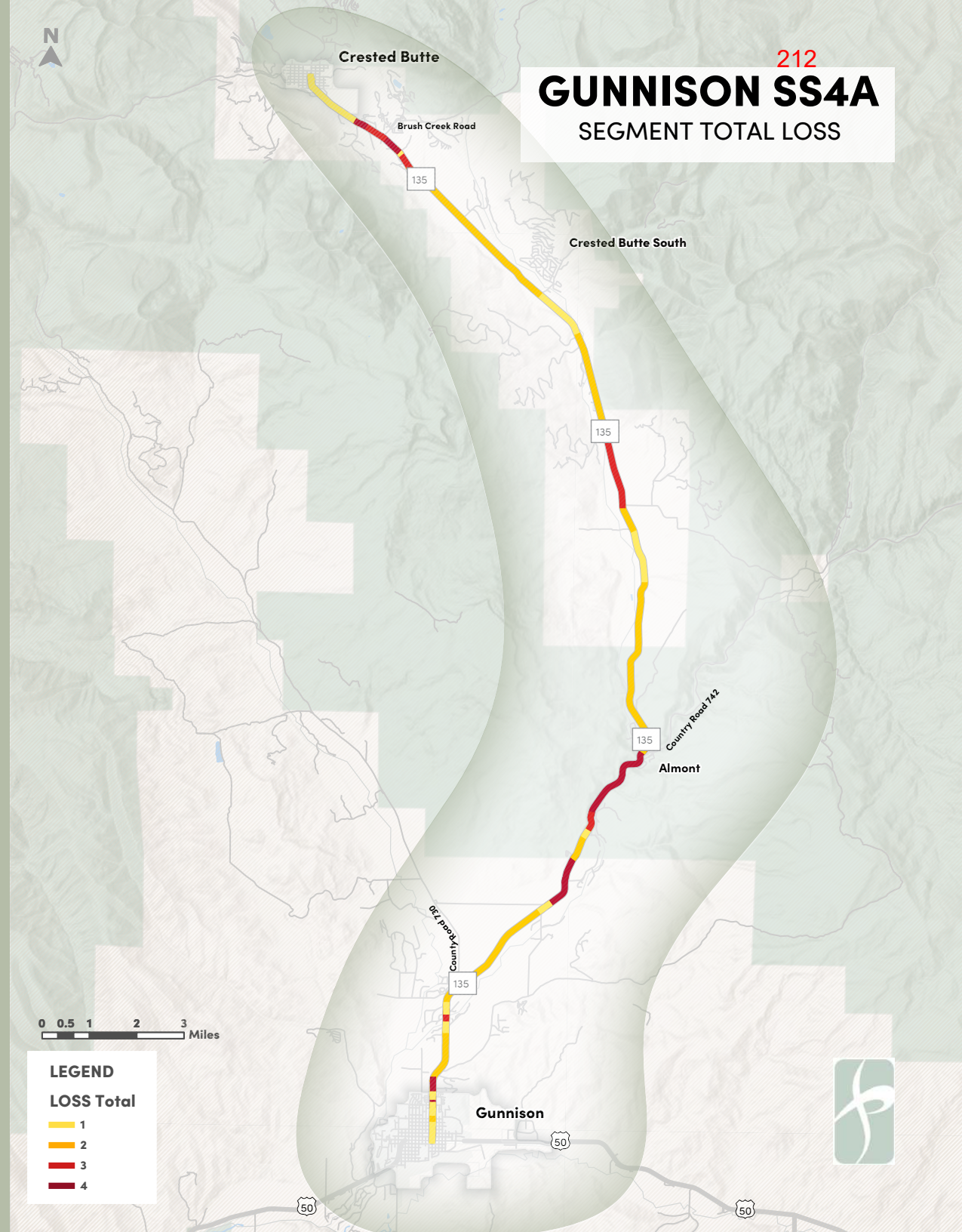
LOSS scores are calculated on a score of 1 through 4, with the 2/3 threshold representing the expected value based on inputs. While scores of 1 or 2 do not suggest that issues at specific intersections or certain segments are not worthy of further evaluation, scores of 3 or 4 do suggest that further evaluation at those locations is needed regardless of comparatively lower frequencies or severity, and that crashes are likely correctable through implementation of appropriate countermeasures.

Segments of CO 135 that stand out following both the total (frequency) and severity LOSS analyses include the segment immediately north of Gunnison city limits, the segment between Los Canyon Resort and Almont, and portions of CO 135 between Crested Butte South and Crested Butte. Total LOSS segment results are presented in **Figure 25**, and severity LOSS results are presented in **Figure 26**.

Intersections along CO 135 that scored 3 or higher in both total and severity LOSS include Georgia Avenue in Gunnison and Cement Creek Road adjacent to Crested Butte South. Total LOSS intersection results are presented in **Figure 27**, and severity LOSS results are presented in **Figure 28**.

4. CO 135 SAFETY ANALYSIS

Figure 25: CO 135 LOSS Segment Total



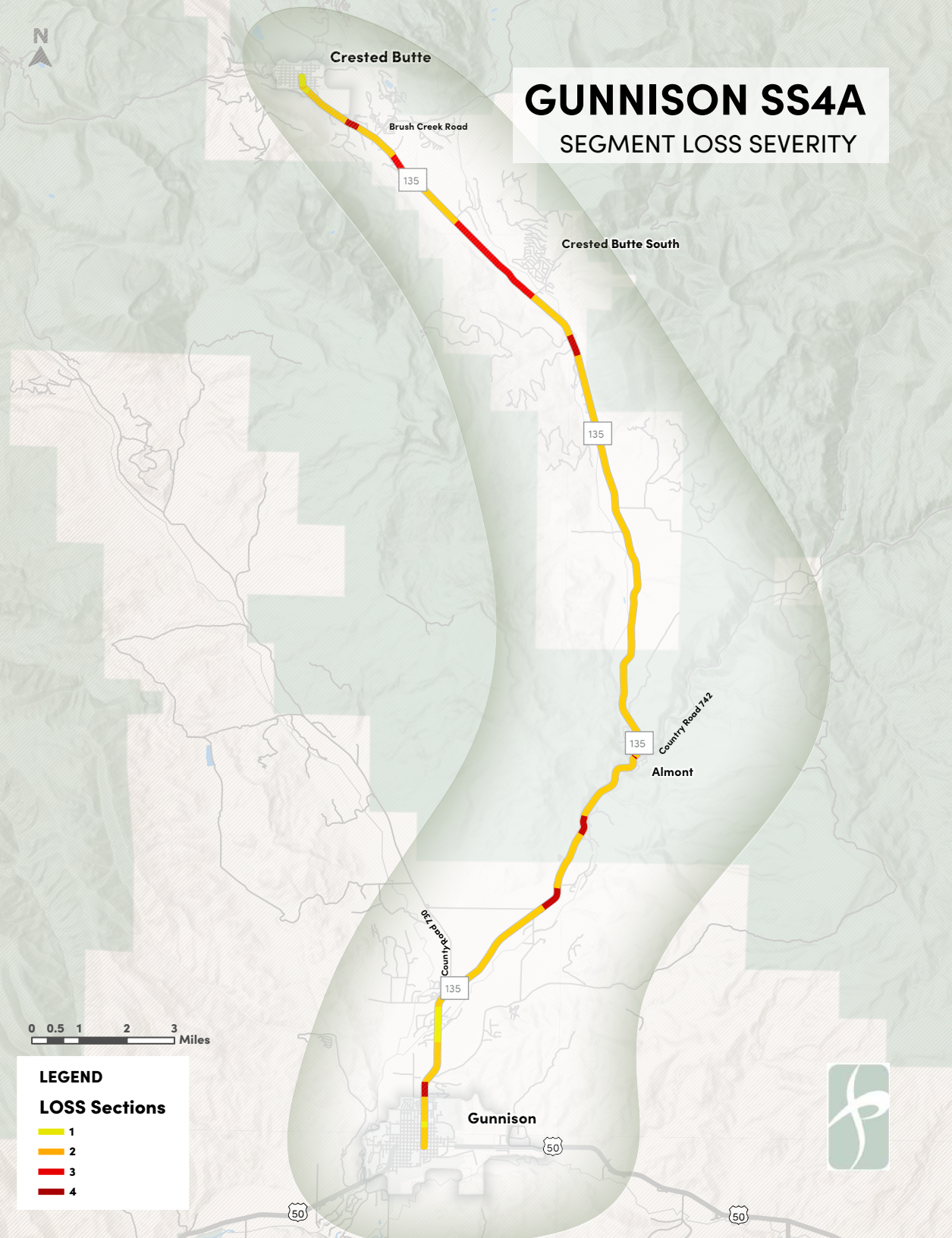
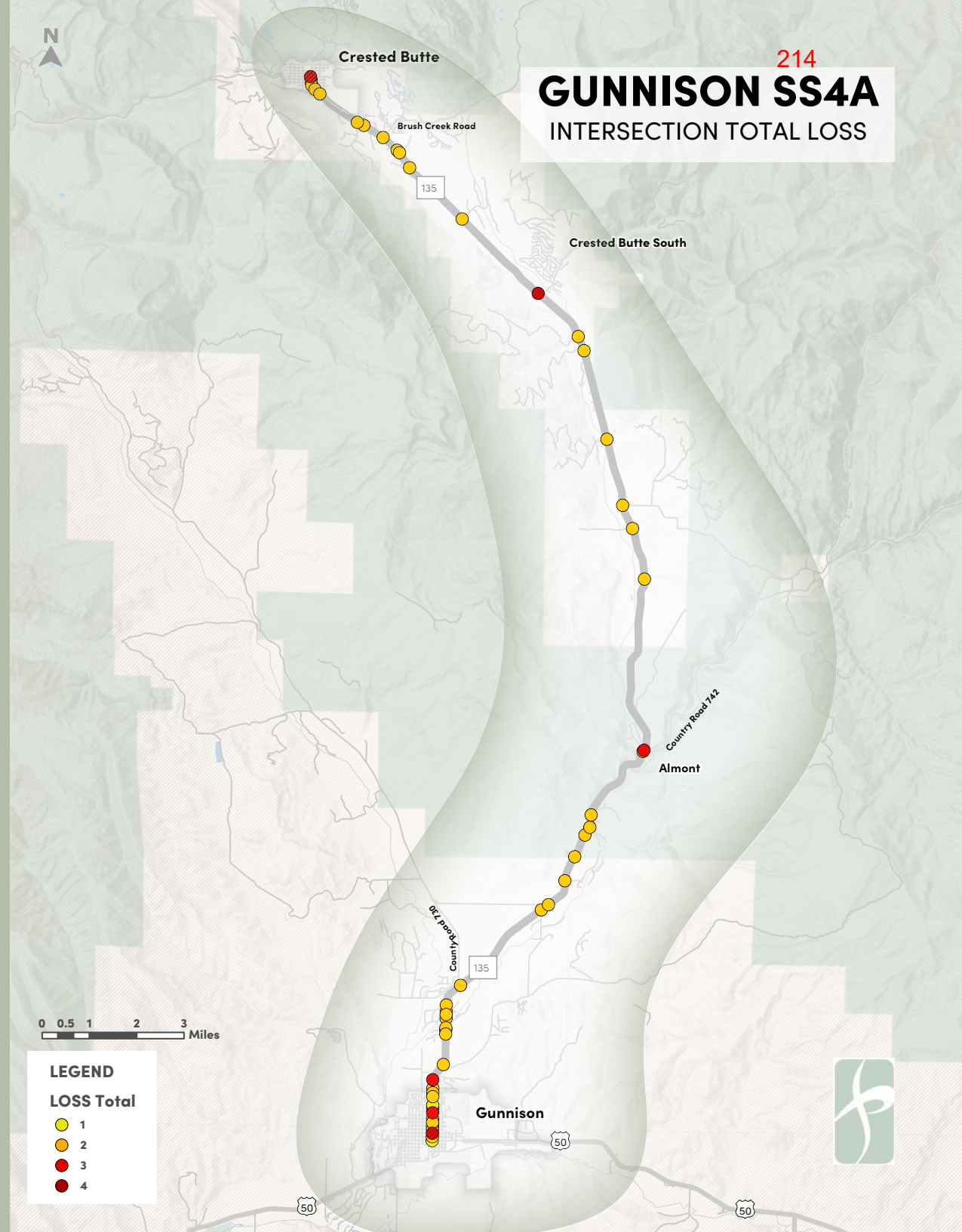


Figure 26: CO 135 LOSS Segment Severity

4. CO 135 SAFETY ANALYSIS

Figure 27: CO 135 LOSS Intersection Total



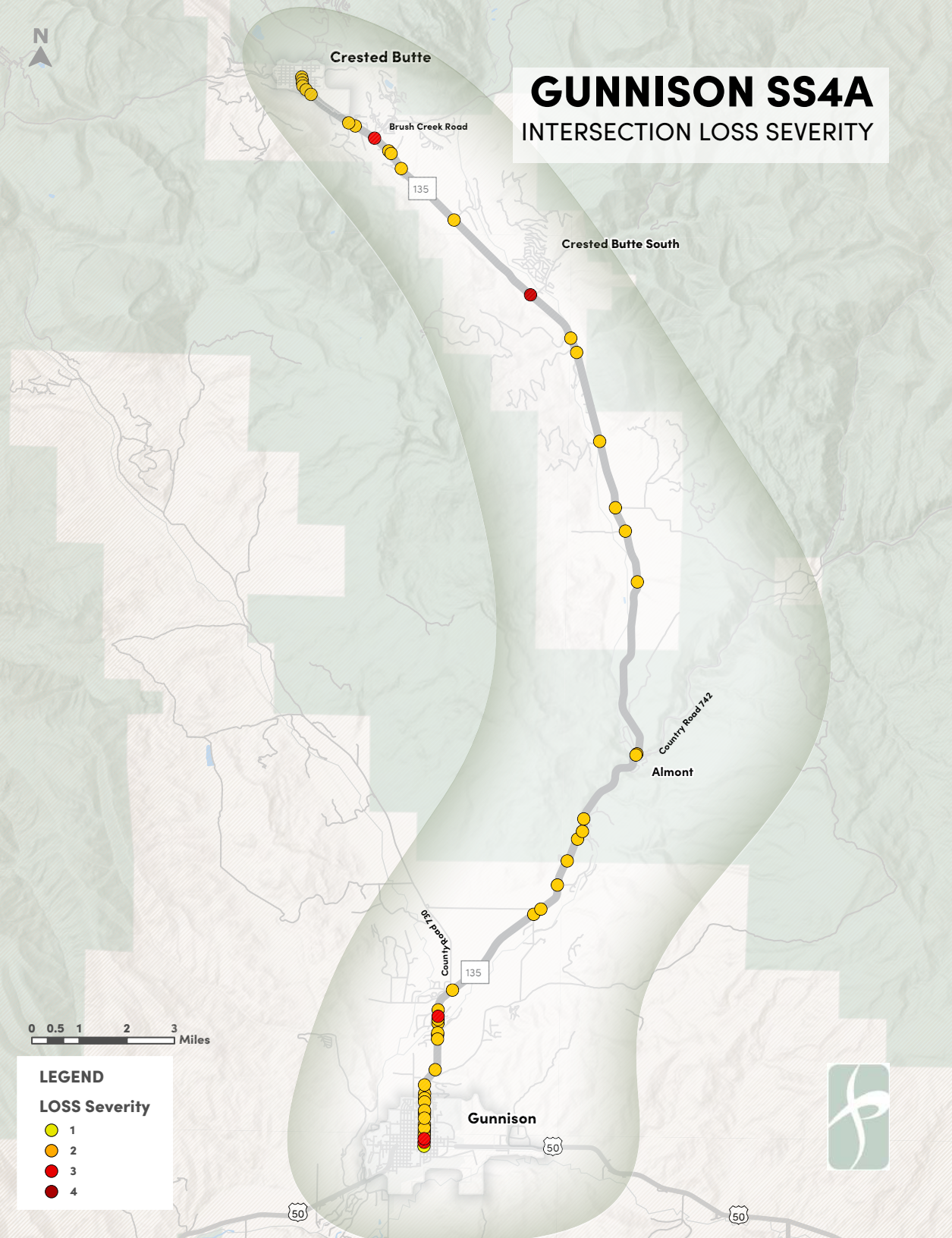


Figure 28: CO 135 LOSS Intersection Severity

4. CO 135 SAFETY ANALYSIS

4.2.4 CO 135 Crash Analysis Results

A review of crash data from 2018–2022 shows that traffic crashes are ubiquitous along CO 135, and injury crashes are occurring throughout the corridor. While they make up a relatively small amount of total crashes, pedestrian- and bicyclist-involved crashes represent more than 10% of all injury crashes. Pedestrian crashes occur primarily at the southern end of the corridor in or close to Gunnison, where there is a presumed higher frequency of pedestrians.

Roadway departure crashes are very common and distributed throughout the corridor, with overturning crashes representing a large portion of recorded injury crashes. Specific areas of focus include the segment of CO 135 immediately north of Gunnison city limits, the curved portion of roadway adjacent to the Lost Canyon Resort, the intersection with County Road 742 in Almont, the intersection with Cement Creek Road, and the segment between Brush Creek Road and Elk Avenue in Crested Butte.



Image of CO 135 immediately north of Gunnison city limits.

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CHAPTER 5

ENGAGEMENT AND COLLABORATION

Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **ENGAGEMENT AND COLLABORATION** chapter describes methods used to gather broader input from engaged stakeholders and the general public in development of this Plan.

5. ENGAGEMENT AND COLLABORATION

Public involvement conducted as part of the plan was conducted under the following guiding principles:

Engage Equitably –



Engagement conducted as part of the plan targeted meaningful participation from people across target audience populations. The process sought to ensure that materials, activities, and venues were accessible and inviting regardless of race, ethnicity, language, ability, gender, sexual orientation, or financial means.

Communicate Effectively –



Many transportation metrics and engineering design solutions can be complex. Communicating ideas succinctly and effectively is essential for public understanding. This public outreach strategy incorporated high-quality visuals, straight-forward language, and asking targeted questions. This included involving bilingual staff to involve participants who speak a different language.

Develop a Dialogue –



Outreach was approached as a two-way and ongoing dialog rather than a one-time transaction. Community engagement set clear expectations about the public's role in affecting plan outcomes. Interactive tools and different meeting formats aided in expanding dialog with the public. Participants were provided with a clear understanding of how their feedback was used in the decision-making process and should feel ownership of the final plan.

Meet People Where They Are –



This engagement process aimed to reach a broad cross-section of people as they go about their daily lives. This approach allows for participation from community members who have limited time in their schedule and/or who do not have a means of transportation to a central meeting location. Online engagement, intercept events, and focus groups were the strategies outlined in this plan that allowed the project team to engage people where they are and in the format they feel most comfortable participating.

5.1 Target Audiences

The following groups are populations that the public outreach strategies sought to engage. When possible, participation was tracked according to these groups and future rounds of engagement can be adjusted to better target groups we did not hear as much from in this phase of engagement:

- Residents of Gunnison County
- Workers who live outside of Gunnison County
- Older adults
- Second homeowners
- Latinx and Spanish-speaking population
- Large employers/local businesses
- Youth/schools
- Low-income population
- People with disabilities
- Unhoused population
- Transit users

Owing to a variety of concurrent planning efforts, the Gunnison County Comprehensive Safety Action Plan specifically targeted residents, workers, older adults, low income population, and people with disabilities.

5.2 Outreach Activities

Primary outreach activities conducted as part of the CSAP included an online, community-wide survey to gather feedback on safety concerns along CO 135, and a series of stakeholder focus groups to understand how different user groups are affected by safety issues on the corridor.

5.2.1 Community Survey of Existing Needs

The survey was open for approximately two months, during which time 272 unique responses were recorded. The responses focused primarily on CO 135 within the City of Gunnison and within the Town of Crested Butte. Locations of concern in Gunnison identified through the survey include the intersection of Main Street (CO 135) and Tomichi Avenue (US 50) and the intersection of CO 135 and Kansas Street (Meadow Malls access). The primary location of concern in Crested Butte identified through the survey was the intersection of CO 135 and Red Lady Avenue. These more urban locations were identified as locations of concern by both drivers and pedestrians.

There were areas of concern addressed along CO 135 between the City of Gunnison and town of Crested Butte, including the intersections at Brush Creek Road, Cement Creek Road, and the curved segments of CO 135 south of Almont.

5.2.2 Stakeholder Focus Groups

Three focus groups were convened to develop the plan: one with first responders, one with older adults, and one with people with disabilities. While each group was engaged independently, their responses matched those gathered through the survey. First responders identified the ongoing challenges experienced due to winter weather and access to crash locations during surging winter travel. Older adults and people with disabilities identified challenges with crossing CO 135 in urban areas given its width and traffic speeds.



5.2.3 Public Open Houses

Following the development of recommended improvements for key location along CO-135, four public open houses (two in Crested Butte and two in Gunnison) were co-hosted with the Gunnison Valley Regional Transit Authority. Regarding the CASP, the open houses were conducted to gauge community feedback on recommended countermeasures, and to evaluate a range of options proposed for the intersection of Main Street (CO-135) / Tomichi Avenue (US-50) in Gunnison. Community input suggested that there was broad support for improvements along CO-135, and that aggressive interventions at the intersection of Main Street / Tomichi Avenue, including curb extensions to shorten crossing distances and a possible pedestrianization of the southern leg of Main Street were popular among participants.



Image of the stakeholders at a winter site visit on CO-135 in Gunnison.

Image of an informational board at one of the four open houses.



CHAPTER 6

EQUITY CONSIDERATIONS

Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **EQUITY CONSIDERATIONS** chapter highlights the at-risk populations in Gunnison County who might be disproportionately affected by traffic safety issues to further inform targeted interventions.

6. EQUITY CONSIDERATIONS

The CSAP considers and integrates equity throughout the engagement and evaluation processes. Equity considerations in those processes are outlined below.

6.1 Equitable and Representative Engagement

6.1.1 Walk & Roll Audit

The City of Gunnison, Town of Crested Butte, and Gunnison County facilitated a Walk & Roll audit of a segment of the CO 135 corridor. There were approximately 25 participants, including two participants with mobility devices, who observed and noted the safety, comfort, and accessibility of pedestrian facilities along that section of the corridor.

6.1.2 Online Survey

The online survey that was launched from December 2023 to March 2024 was available in multiple languages, including English and Spanish, and received a total of 272 responses.

6.1.3 Focus Groups

Focus groups were held throughout the development of the CSAP to better understand safety and accessibility concerns along the corridor. In addition to the first responders focus group, the project team met with an older adult focus group and disability group, including three full-time wheelchair users.

6.2 Identification of Underserved Communities

Figure 29 through **Figure 34** show the percentage of various underserved or vulnerable populations in Gunnison County.



Mount Crested Butte

GUNNISON SS4A

COUNTY WIDE LOW-INCOME HOUSEHOLDS

227

Crested Butte

Baldwin

GUNNISON

Almont

Gunnison

0 3.5 7 Miles

LEGEND

Low-income households (ACS, 2021)

- < 5.0%
- 5.1% - 12.5%
- 12.6% - 25.0%
- 25.1% - 50.0%
- > 50%

Figure 29: Gunnison County Low-Income Households



6. EQUITY CONSIDERATIONS

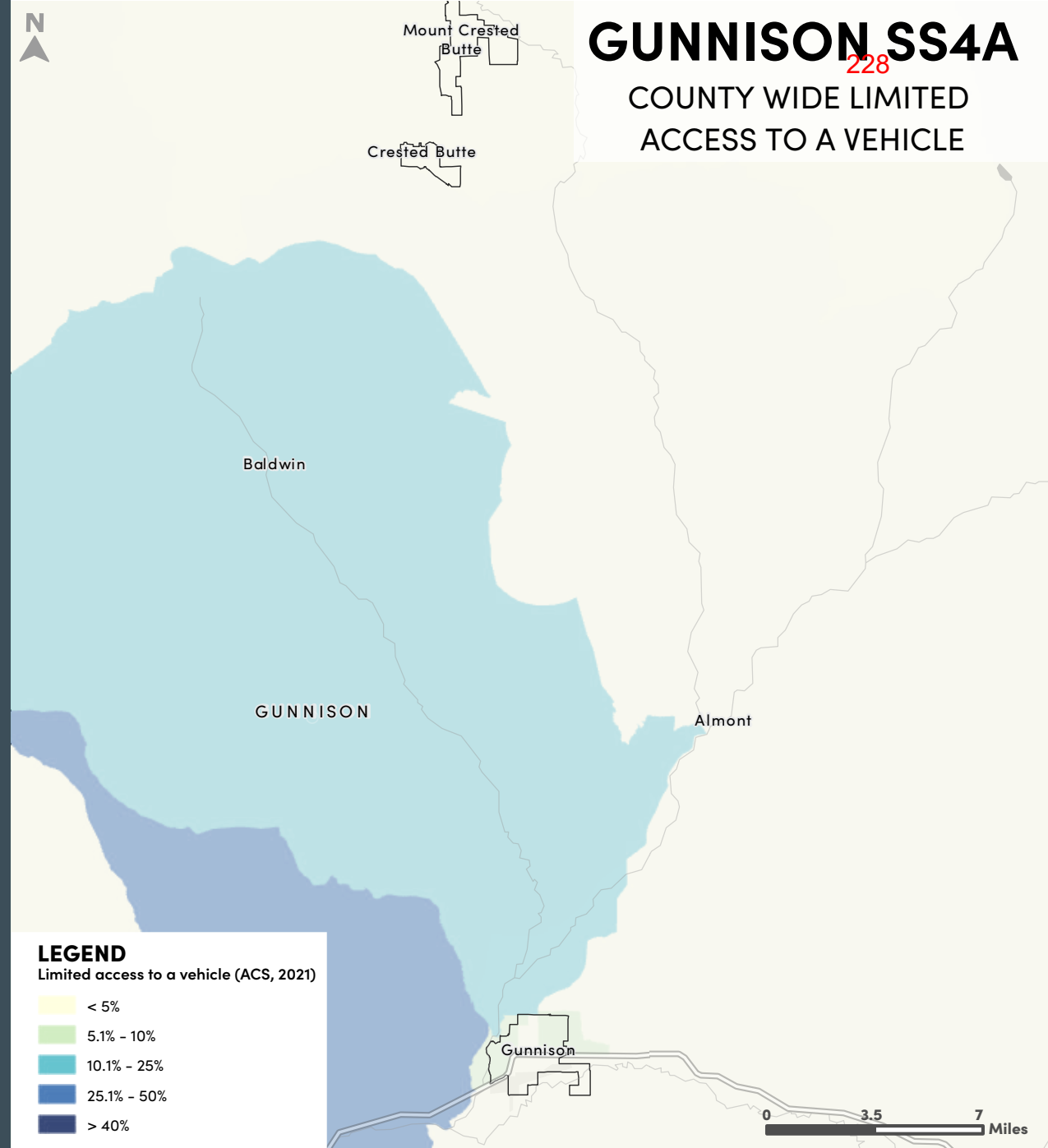


Figure 30: Gunnison County Population with Limited Access to a Vehicles





GUNNISON SS4A

COUNTY WIDE PEOPLE OF COLOR

229

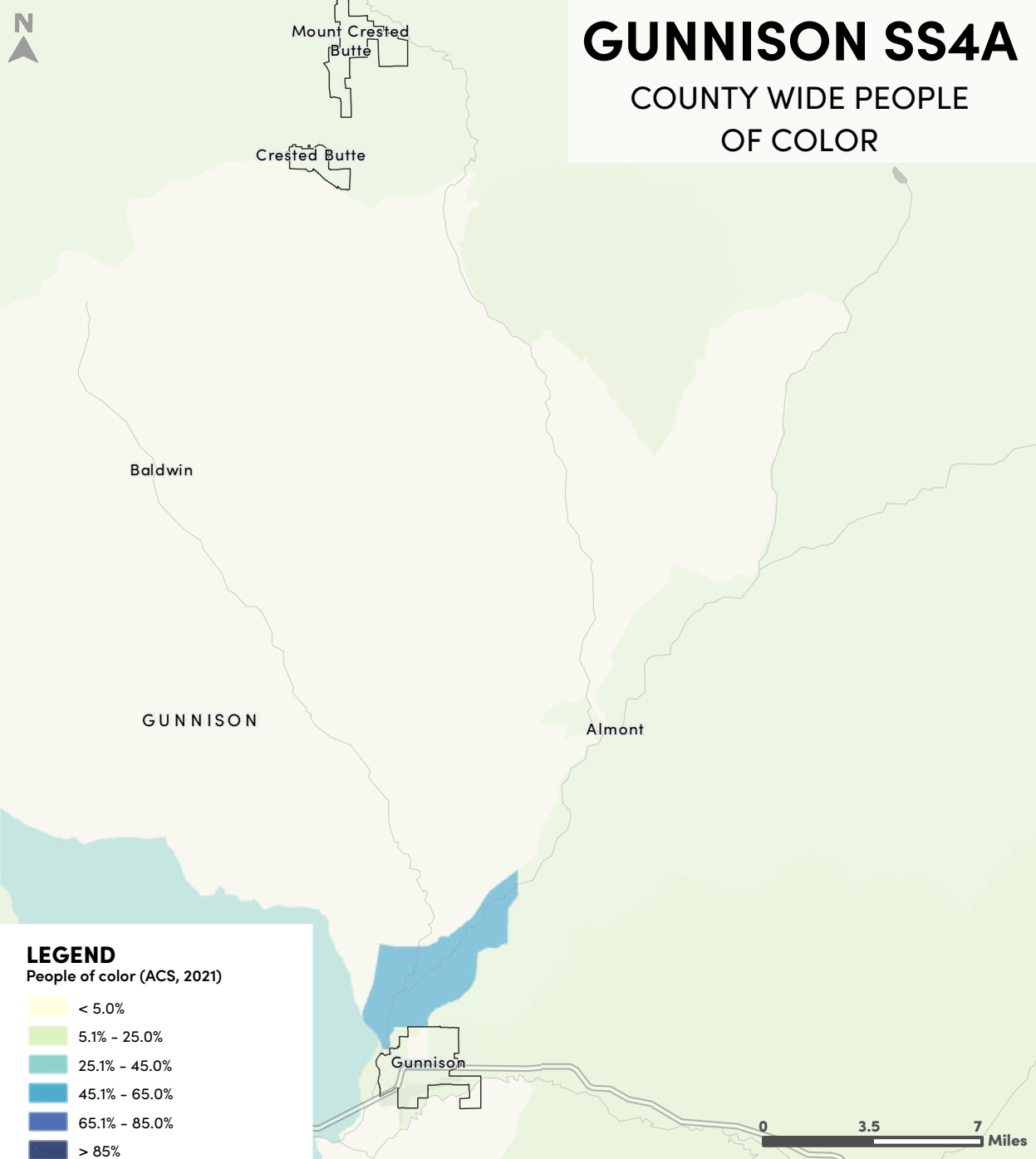


Figure 31: Gunnison County People of Color



GUNNISON SS4A COUNTY WIDE PERSONS WITH A DISABILITY



Figure 32: Gunnison County Persons with a Disability





GUNNISON SS4A

COUNTY WIDE SENIOR
(65 AND OLDER) POPULATION

231

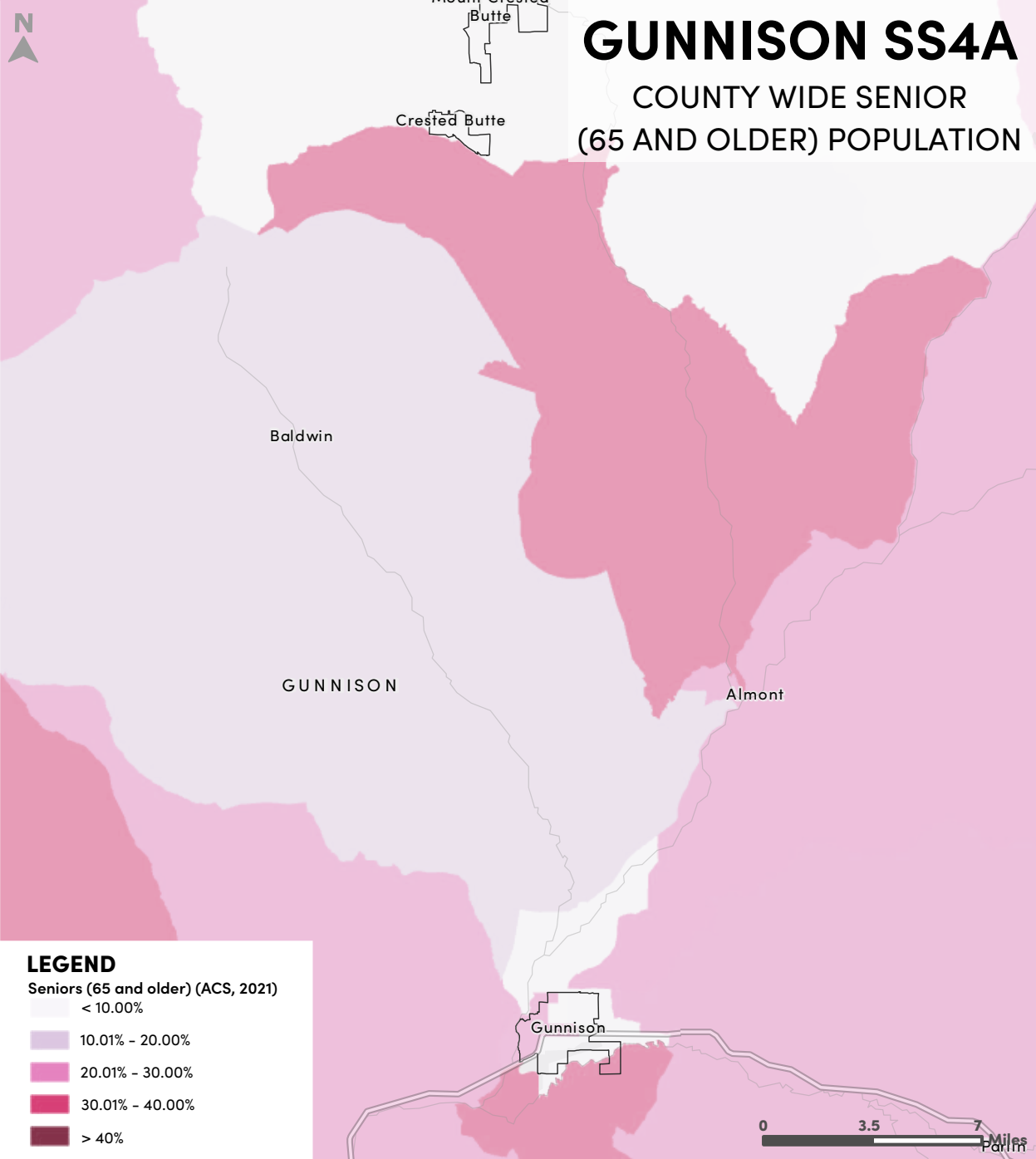
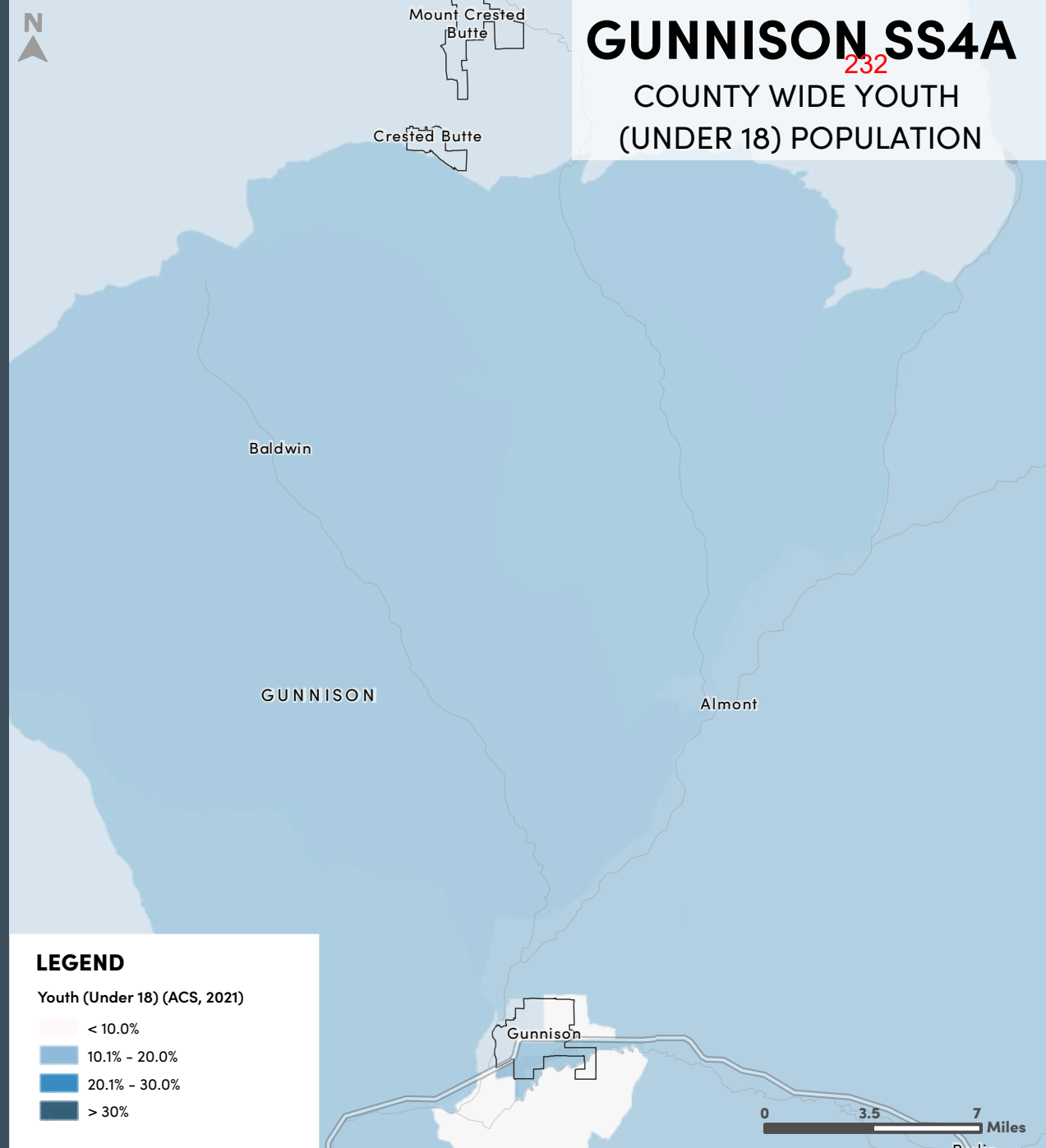


Figure 33: Gunnison County Senior Population Map



Figure 34: Gunnison County Youth Population Map



6.3 Equity Analysis

An equity analysis was completed to better understand equity-related destinations in Gunnison County and along CO 135 and the potential equity impact of safety projects along the CO 135 corridor. Equity-related destinations are locations that serve historically marginalized travelers and/or community members who are at disproportionate risk for experiencing negative outcomes due to systemic inequities and discrimination. The following equity-related destinations are located close to or along the CO 135 corridor:

Schools

- Crested Butte Community School
- Wah-Sha Academy (Elementary School)
- Little Red School House (Preschool)
- Steppingstones (Preschool & Day Care)
- Paradise Place (Pre-school)
- G.O.A.L Academy (High School)
- Lake School (Elementary School)
- O'Leary Elementary School

Low-Income Jobs (within 550 feet of the CO 135 corridor)

- 475 Jobs (\$1,250/month or less)
- 581 Jobs (\$1,251-\$3,333/month)

Other Destinations

- Bus stops (13)
- Crested Butte Community Food Pantry
- Gunnison Country Food Pantry
- Crested Butte Library
- Center for the Arts Crested Butte
- Boomers & Beyond (Senior Citizen Center)

The projects proposed in the CSAP will improve safety for Gunnison County travelers going to the equity-related destinations listed above, as the CO 135 corridor provides essential connections to these locations.



Image of the Gunnison Country Food Pantry Van



CHAPTER 7

PROJECT SELECTIONS AND STRATEGY




Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **PROJECT SELECTIONS
AND STRATEGY**

chapter presents a set of recommended improvements that can be applied across Gunnison County with specific recommendations for CO 135.

7. PROJECT SELECTIONS AND STRATEGY

7.1 Countywide Recommendations

Based on the crash types in Gunnison County that most frequently result in severe injuries and fatalities, **Table 1** includes countermeasures that will most reduce severe injury and fatality crashes.

Gunnison County, the City of Gunnison, and the Town of Crested Butte also have plans that make safety recommendations or otherwise establish safety-related policies for state highways and local streets within their respective jurisdictions:



One Valley Resiliency Roadmap – endorsed by Gunnison County, the City of Gunnison, and the Town of Crested Butte



City of Gunnison

- US 50 Access Control Plan (East)
- Non-Motorized Transportation Plan



Town of Crested Butte

- Community Compass (comprehensive plan)
- Transportation Mobility Plan

Table 1: Countywide Countermeasures

COUNTERMEASURE	DESCRIPTION	APPLICABLE KSI CRASHES	CRASH REDUCTION FACTOR (CRF)	SYSTEMIC IMPLEMENTATION STRATEGY
Variable Speed Limits	An electronic version of a regular speed limit sign with an LED display of the regulatory speed limit number which can be changed to best suit conditions on the highway.	All	32%	Where applicable per CDOT standards.
Variable Message Signs	An electronic traffic sign used on roadways to give travelers information about special conditions.	All	5%	In locations where winter weather, wild animal, or other temporary/variable conditions exist.
Warning Signs and Markers	Yellow signs to communicate warnings to travelers such as curves, intersections, advisory speeds, etc. Also includes object markers.	Lane Departure	Varies	As a low-cost measure on segments with highest AADT or in locations with high density of lane departure crashes, especially where other more expensive measures (shoulder, rumble strips, guardrail, etc.) are not feasible.
Shoulder	Pavement to the right of the edge-line, variable in width, that can be used for recovery or emergency slowing/stopping.	Lane Departure	40%	On segments with highest AADT or segments with high density of lane departure crashes, straight or curved.
Rumble Strips	Center line or edge-line (or shoulder) millings into the roadway surface to warn travelers that they are departing the travel lane.	Lane Departure	33-45%	On segments with highest AADT or segments with high density of lane departure crashes where adequate shoulder width exists, straight or curved.
Guardrail	A barrier installed to prevent vehicles from running far outside of the road.	Lane Departure	11%	On curved segments with highest AADT or segments with high density of lane departure crashes.
Lighting	Street lighting to increase illuminance of special roadway features like intersections or curves.	Lane Departure, Intersection	71% *nighttime crashes only	At locations with high density of nighttime lane departure or intersection crashes.

7. PROJECT SELECTIONS AND STRATEGY

COUNTERMEASURE	DESCRIPTION	APPLICABLE KSI CRASHES	CRASH REDUCTION FACTOR (CRF)	SYSTEMIC IMPLEMENTATION STRATEGY
Roundabouts	An intersection with a circular configuration featuring channelized, curbed approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating, and counterclockwise flow around a central island that minimizes conflict points.	Intersection	72%	At intersections with highest major and minor street AADT or intersections with history of broadside crashes.
Increased Intersection Sight Distance	Removing vegetation or other obstructions so that drivers at an intersection (typically stopped on a minor street) can better see approaching traffic.	Intersection	Varies	As a low-cost measure at intersections with highest major and minor street AADT or intersections with history of broadside crashes.
Auxiliary Lanes	Left- or right-turn lanes approaching an intersection that allow turning vehicles to slow and turn outside the path of vehicles traveling through.	Intersection	27% for left-turn lanes; lower for right-turn lanes	At intersections with highest major and minor street AADT or intersections with history of broadside crashes.
Left-Turn Operation	At signalized intersections, changing left-turn operation from permissive (left-turn yield on green ball of flashing yellow arrow) to protected-permissive or protected-only (left-turn only on green arrow).	Intersection	99% *Applies to left-turn crashes when changing from permissive to protected-only	Based on conflicting volume of left-turning and through traffic and crash history. Consider equipment and programming upgrades so left-turns operate protected-only when pedestrians are present.
Leading Pedestrian Interval	At signalized intersections, gives pedestrians the opportunity to enter the crosswalk 3-7 seconds before vehicles are given a green indication.	Intersection	19% *Applies to vehicle/pedestrian crashes	All signalized intersections with pedestrian crossings

7.2 CO 135 Recommendations

Following a comprehensive safety analysis, informative community engagement, and ongoing input from the steering committee, improvements (projects) were developed to address demonstrable issues along CO 135.

Improvements are proposed throughout the corridor as well as at five key locations to improve conditions for all users. Location-specific improvements are proposed at the intersection of CO 135 (Main Street) / US 50 (Tomichi Avenue) and at the intersections of CO 135 and Cement Creek Road, Brush Creek Road, and Red Lady Avenue, with overarching goals of reducing vehicle speeds, improving multimodal facilities, and reducing side-street delay while preserving CO 135 as a critical regional connection. The full suite of proposed improvements is included in the **Figure 35** and described here:

- Corridor-wide improvements include center- and edge-line rumble strips, which are relatively low-cost interventions that are intended to reduce the likelihood head-on crashes (four total crashes, one fatal crash) and roadway departure crashes (68 total crashes, one fatal crash).
- Segment-level improvements include extended or additional guardrails and enhanced speed limit signage with possible speed limit modifications between County Road L3 and County Road 742, and new sidewalks in locations where none are currently provided within City of Gunnison along the corridor.
- Proposed improvements at **Cement Creek Road / CO 135** include a single-lane roundabout to slow traffic at the intersection, improving access for residents of Crested Butte South while maintaining capacity on CO 135; five crashes were reported at the intersection, two

of which were severe-injury crashes, with four of the reported crashes being broadside (T-bone) crashes at the intersection.

- Proposed improvements at **Brush Creek Road / CO 135** include a single-lane roundabout, pedestrian underpass, and bus pull-outs to improve access to existing uses along Brush Creek Road, planned housing west of the intersection, and a popular regional trail at connecting Crested Butte to the Slate River; there were three reported crashes at the intersection, two of which were broadside (T-bone) crashes.
- Proposed improvements at **Red Lady Avenue / CO 135** include a single-lane, five-legged roundabout that maintains full access to all side streets and realigns Red Lady Avenue at its intersection with CO 135; four crashes were reported at the intersection, three of which were rear-end crashes.
- **Proposed improvements to the valley's emergency providers post-crash emergency services. These improvements include:**
 - Software and training for dispatchers to provide validated medical instructions approved by a physician to callers before the arrival of emergency services.
 - Reduction of communications "dead spot" between Mile Marker 15 – Mile Marker 23 (including the Cement Creek intersection) through the development of an additional radio site and backup power to cover this known gap. This radio tower would utilize the statewide digital-trunked radio network (DTR) operated by the State of Colorado. This tower would also likely host commercial telecommunications equipment which would improve emergency notification capability for the travelling public.

7. PROJECT SELECTIONS AND STRATEGY

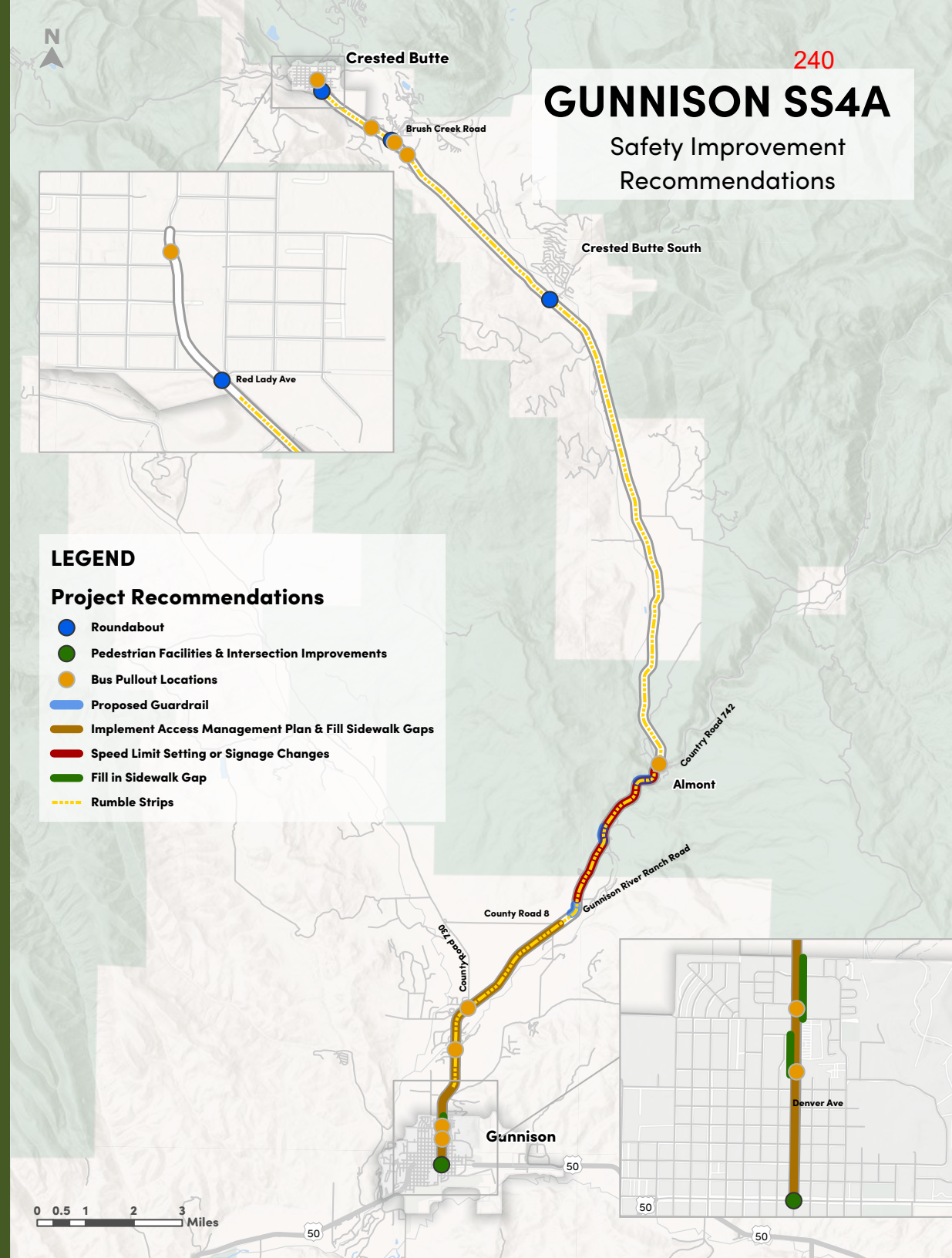


Figure 35: CO 135 Proposed Improvements Map

7.2.1 CO 135 Corridor Improvements



Edge-Line Rumble Strips

Roadway departure crashes were the most common type of traffic crash on CO 135 from 2018 to 2022. Those 68 crashes (of 266 total) occurred throughout the corridor, occurring with higher frequency during snowy conditions and on straight, level segments of CO 135. Given the high frequency of roadway departure crashes, the need for countermeasures that are both effective in snowy conditions and will not affect plowing operations, and that these crashes are happening in high volumes on roadway segments on which guardrails are not recommended, edge-line rumble strips are recommended as a cost-effective countermeasure to address the most frequent crash type on the corridor. Edge-line rumble strips have the added benefit of providing bicyclists with an auditory cue if approaching drivers are traveling outside of the marked travel lane. Edge-line rumble strips are recommended on all portions of CO 135 between Frontage Road and Red Lady Avenue.



Centerline Rumble Strips

Representing four total crashes on the corridor, a head-on collision was one of three fatal crashes on CO 135 between 2018 and 2022. Paired with edge-line rumble strips to reduce the likelihood of roadway departure crashes, center-line rumble strips are recommended along CO 135 between Frontage Road and Red Lady Avenue. Rumble strips of both types are effective in low-visibility and snowy conditions, will not affect plowing, and will reduce the likelihood of some of the most severe crashes along the corridor. Additionally, since December 31st, 2022, there has been one more fatal head-on crash, further emphasizing the need for additional

countermeasures to reduce the likelihood of and/or severity of head-on collisions along CO 135.



Speed Management

Speed management was identified as a need based on both community feedback and the crash analysis. Survey participants left a total of 77 comments related to speeding issues along the corridor, with a concentration of comments along curvatures in the road south of Almont between County Road 742 and Gunnison River Ranch Road. Additionally, there were two fatalities and thirteen injuries resulting from crashes along this segment. Dynamic message signs indicating winter weather and appropriate speeds (similar to the Snowmass Canyon on CO 82) will reduce the likelihood of severe and fatal crashes.



Guardrails

Roadway departure crashes were the most common type of traffic crash on CO 135 from 2018 to 2022. The most frequent, severe, fixed object roadway departure crashes were primarily located along three segments of CO 135: County Road 8 to Gunnison River Ranch Road, County Road L1 to north of North Road, and curved portion of CO 135 south of East River Lane. The installation of guardrails at these key locations will reduce the severity of roadway departure crashes that result in injury. Guardrails are also effective in low-visibility and snowy/icy conditions.



Sidewalk Continuity

In the City of Gunnison, sidewalks are provided along many of the urban streets including much of CO 135. However, there are two notable segments of the corridor that lack any form of sidewalk (between the Mt. Cavalry Lutheran Church and

7. PROJECT SELECTIONS AND STRATEGY

W. Elizabeth Avenue, and Spencer Avenue and City limits), obligating pedestrians to walk on the shoulder of CO 135. To address these apparent gaps in the City's multimodal network, accessible sidewalks should be constructed to strengthen the City's multimodal network.



Post Crash Emergency Services

Post-Crash emergency services are provided to Hwy 135 by the Gunnison Regional 9-1-1 Communications Center (GRCC), the Gunnison Valley Health – Emergency Medical Services (GVH-EMS) the Gunnison Volunteer Fire Department (GVFD) and the Crested Butte Fire Protection District (CBFPD). In addition to 19 miles of Hwy 135, GVH-EMS and GVFD cover 188 additional miles of rural highways. CBFPD covers 8 miles of Highway 135. All agencies cover significant additional roadways in rural and mountainous terrain with response times of up to 60 minutes before the arrival of an ambulance. Due to these distances, the ability to effectively provide pre-arrival medical instructions to persons calling 9-1-1 has been identified as a local priority to improve post-crash care. Software for dispatchers to provide validated medical instructions approved by a physician to callers before the arrival of emergency services is available from multiple vendors and designed to integrate with existing dispatch software systems. Delivery of pre-arrival instructions has been proven effective and is an evolving standard of care^{1,2,3}. Based on the system selected the cost is up to \$70,000 for the purchase, installation and initial training by GRCC.

The second priority for post-crash care along the Hwy 135 corridor is the reduction of communications “dead spots.” The most concerning location is between Mile Marker 15 – Mile Marker 23. This stretch includes high-speed 3-way intersections with Cement Creek Rd (CR-740), and Jack's Cabin Cutoff (CR-813) as well as a known crash hot spot location

at the East River Bridge near Mile Marker 19. Primary radio communications for local responders, police, Colorado State Patrol (CSP) and the Colorado Department of Transportation (CDOT) utilize the statewide digital-trunked radio network (DTR) operated by the State of Colorado. This network covers the remainder of Hwy 135 from Crested Butte, Almont and Gunnison tower sites. A second priority for funding would be the development of an additional radio site to cover this known gap.

To develop a radio site a public-private partnership is envisioned where the GRCC would work with a private tower site developer to obtain land and associated easements, erect a 4suitable tower structure and build needed support buildings. The GRCC would purchase and maintain radio transmission equipment and a backup generator meeting state network specifications. In addition to public safety radio equipment the tower developer would likely also host commercial telecommunications equipment which would improve emergency notification capability for the travelling public that would also serve the Crested Butte South subdivision, the largest residential subdivision in Gunnison County with over 900 properties. Radio equipment including backup power is estimated at \$800,000.

Ongoing maintenance of both the pre-arrival instruction software and radio equipment would be absorbed by operating budgets of the GRCC. The GRCC is funded by 9-1-1 telephone surcharge fees and contributions from local fire, police and EMS services.

7.2.2 CO 135 Location-Specific Improvements

CO 135 (Main Street) / Tomichi Avenue (US 50)

The southern terminus of the project corridor, the Main Street/Tomichi Avenue intersection is a four-legged, signalized intersection in downtown Gunnison. During the five-year analysis period, 11 crashes were reported at the intersection, two of which were injury crashes and one of which involved a pedestrian.

Given the prominence of the intersection in Gunnison, and that almost all Crested Butte-bound through traffic passes through the intersection, and the volume of pedestrians in the vicinity, proposed improvements at Main Street / Tomichi Avenue focus on reducing pedestrian exposure and slowing turning drivers. Curb extensions on all corners of the intersection are proposed to:

- Shorten crossing distances at the intersection by 16 to 30 feet
- Slow right turning drivers due to tightened intersection geometry and curb radii
- Maintain existing snow removal operations

The curb extensions and minor adjustments to lane geometries will require modifications to existing traffic signal hardware. With those necessary signal modifications, additional signal hardware and timing improvements are recommended:

- Implementing Leading Pedestrian Intervals on all crossings to improve visibility of vulnerable users at the intersection
- Implement flashing yellow arrows for left turns to reduce left-turn conflicts
- Install retroreflective backplates on existing signal heads to improve signal visibility

This suite of improvements should improve conditions for all users at the intersection, which was the target of 13 comments from a public survey request, the most for any location in Gunnison. As improvements at the intersection are developed and implemented, the City and other stakeholders should evaluate additional changes at the intersection including closure of the south leg of Main Street to reduce conflicts.



Image of CO 135 (Main Street) / Tomichi Avenue (US 50) intersection

7. PROJECT SELECTIONS AND STRATEGY

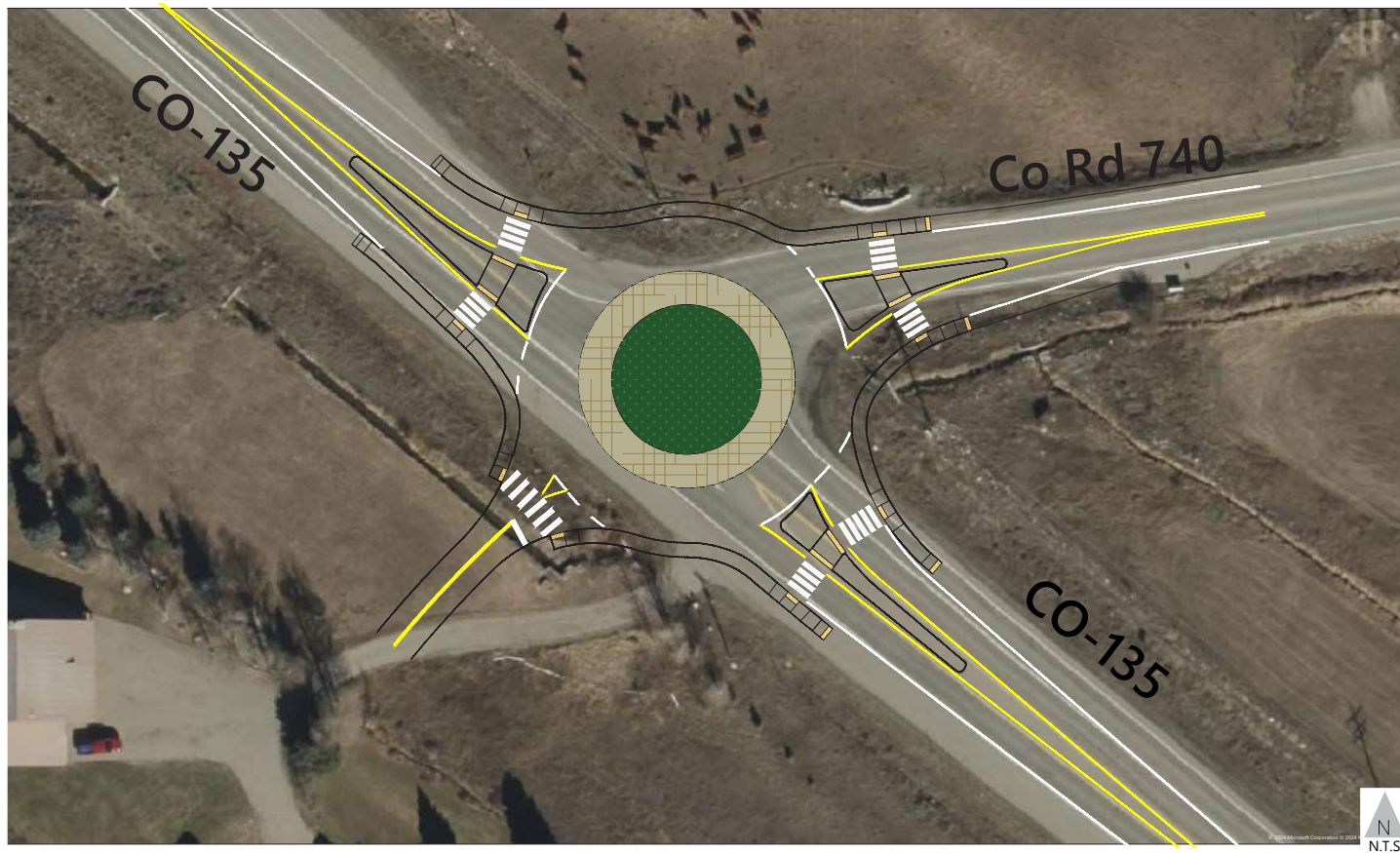
CO 135 / Cement Creek Road (County Road 740)

Cement Creek Road serves as the sole access to the unincorporated community of Crested Butte South, a residential community that has served as a more-affordable alternative to Crested Butte. There were four reported crashes at the intersection during the analysis period, and two of them were severe-injury crashes, both of which were vehicle-vehicle broadside crashes.

Community and stakeholder feedback suggests that the alignment of Cement Creek Road as it approaches CO 135 adversely affects sight distance for drivers turning out of Cement Creek Road. This, paired with high traffic speeds on CO 135 and routinely inclement weather has led to the development of intersection improvements that both slow traffic and maintain access for all users (including the residential driveway on the west side of CO 135).

Given the need for traffic from Cement Creek Road to more safely merge with traffic on CO 135, a single-lane roundabout is recommended to reduce the likelihood of broadside crashes while being navigable for large vehicles (including buses serving Crested Butte South). As shown in **Figure 37**, the roundabout has been designed for full-access on all legs without bypass lanes. The necessary speed reductions to navigate the roundabout should make traveling through the intersection safer for all users regardless of mode.

A conceptual design for the intersection improvements at CO 135 and Cement Creek Road are presented in **Figure 36**.



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 1
SR 740 / SR 135 ROUNDABOUT ALTERNATIVE

Figure 36: CO 135/Cement Creek Road Improvements Concept

7. PROJECT SELECTIONS AND STRATEGY

CO 135 / Brush Creek Road (County Road 738)

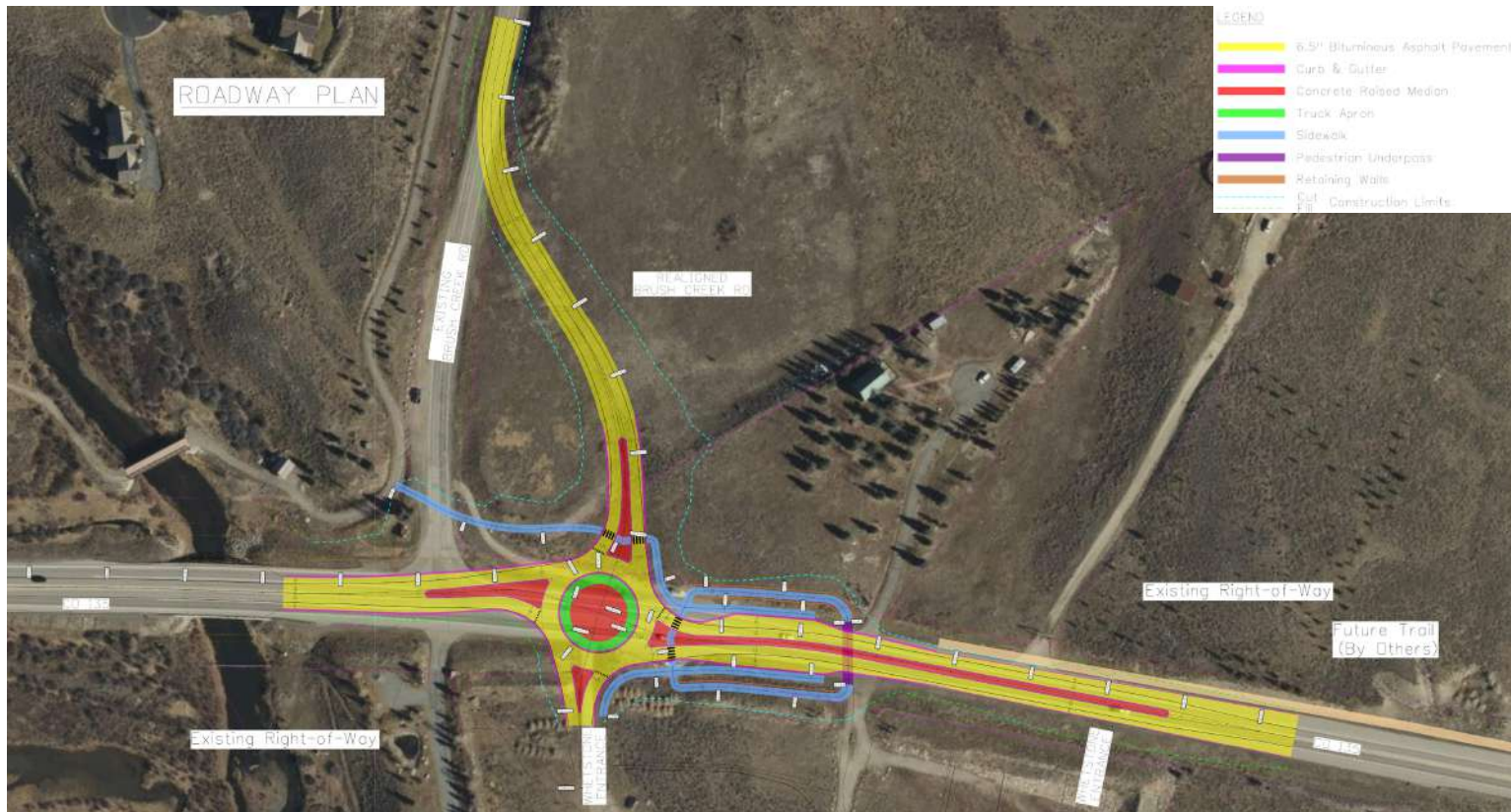
Adjacent to the planned Whetstone affordable housing development, the intersection of CO 135 and Brush Creek Road is an increasing focus for Gunnison County and Town of Crested Butte. During the five-year analysis period, there were three reported crashes at the intersection, two of which were broadside crashes.

The existing uses to the east of CO 135 along Brush Creek Road will be paired with new development on the west side of Brush Creek Road in the form of the 255-unit Whetstone development. This is expected to dramatically increase the volume of side street traffic at the intersection and a commensurate increase in need for safer vehicle mergers, transit utilization and pedestrian crossings at CO 135.

Originally developed as part of a Gunnison County RAISE

grant application, a single-lane roundabout and associated multimodal improvements to support transit use and provide safe, separated crossings of CO 135 for those walking and/or bicycling. In addition to the roundabout, which is intended to improve access to and from Brush Creek Road, an underpass is proposed to connect the east and west sides of CO 135 with a separated facility for pedestrians to safely access transit. Similarly, improved bus stops with both pullouts and shelters are proposed adjacent to the intersection to make transit use safer and more appealing while maintaining operations of CO 135.

A conceptual design for the intersection improvements at CO 135 and Brush Creek Road are presented in **Figure 37**.



Mead & Hunt
 AVRES ASSOCIATES
 Gunnison County



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
 DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 27

Brush Creek & CO 135 Roundabout
 Intersection Concept Drawing

Figure 37: CO 135/Brush Creek Road Improvements Concept

7. PROJECT SELECTIONS AND STRATEGY

CO 135 / Red Lady Avenue

The intersection of CO 135 and Red Lady Avenue is the gateway to Crested Butte, marking the transition between rural, sparsely developed Gunnison County and the comparatively dense town of Crested Butte. Red Lady Avenue is a primary vehicle access route to Crested Butte Community School (CBCS) and its expansion, and to residential areas east of CO 135. There were four reported crashes at the intersection between 2018 and 2022, three of which occurred during snowy or icy conditions.

Developed as part of Crested Butte's Transportation Master Plan and identified as a need to serve the expanding school, a single-lane, five-legged roundabout is recommended for the intersection of Red Lady Avenue and CO 135. This will serve as a means of slowing northbound traffic as drivers enter the town of Crested Butte, maintaining acceptable level of service at the intersection by reducing delay for westbound left-turning drivers, and aligning approaches of a presently skewed intersection.

With the continued growth in recreational traffic and ongoing development of Crested Butte, the proposed intervention at CO 135 / Red Lady Avenue is both a community-driven project, having been the location on the corridor that received the most comments requesting intersection improvements, and a proactive safety measure given ongoing growth.

A conceptual design for the intersection improvements at CO 135 and Red Lady Avenue are presented in **Figure 38**.

When implemented in sequence with improvements at Cement Creek Road and Brush Creek Road, the three roundabouts are intended to serve as corridor-level speed management while managing access at key intersections on CO 135. This progression of improvements from rural to urban contexts and high-speed to low-speed is shown in **Figure 39**.

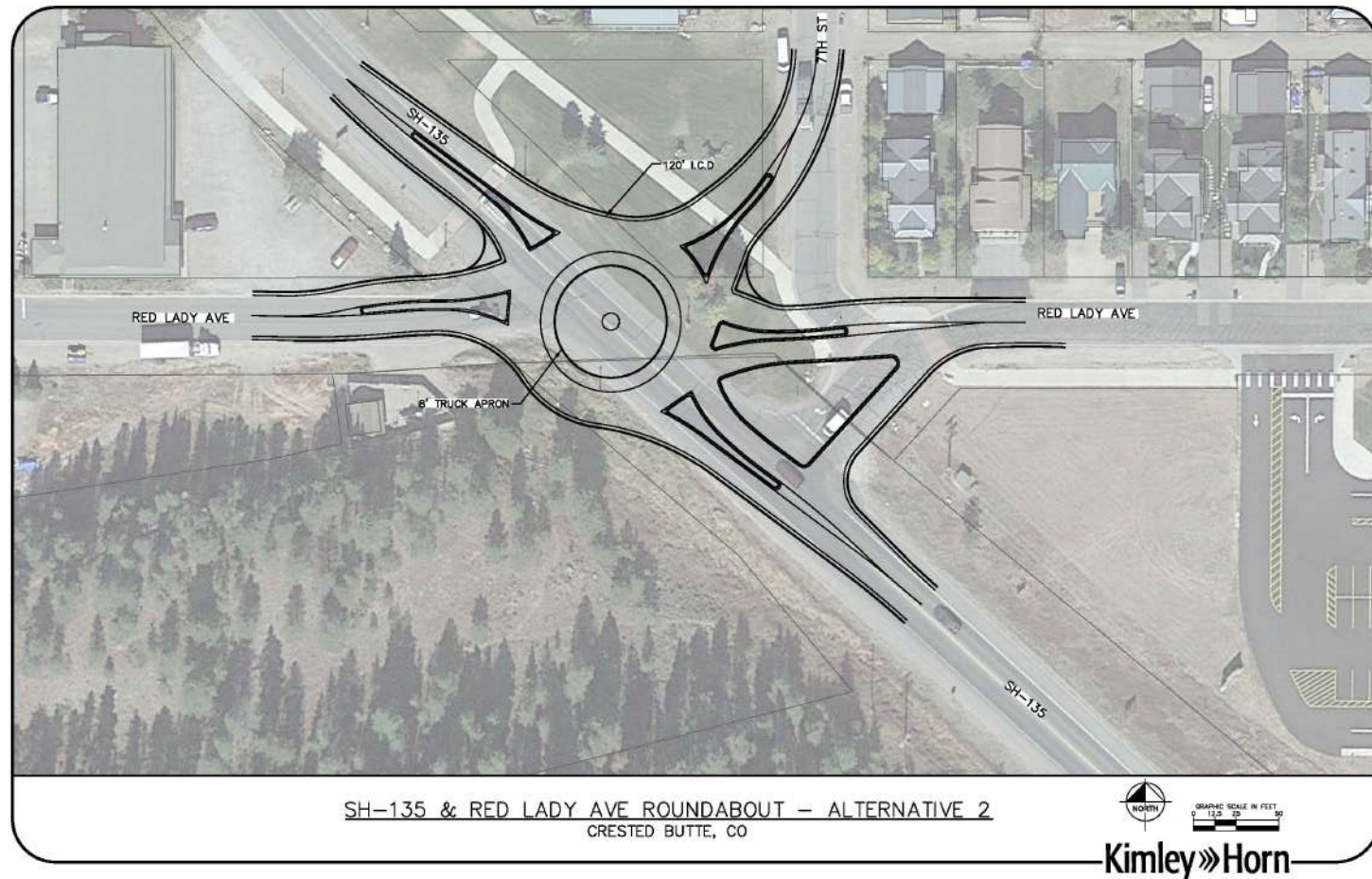


Figure 49

SH-135 & Red Lady Roundabout
Intersection Concept Drawing



CONCEPTUAL – NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 38: CO 135/Red Lady Avenue Concept Improvements

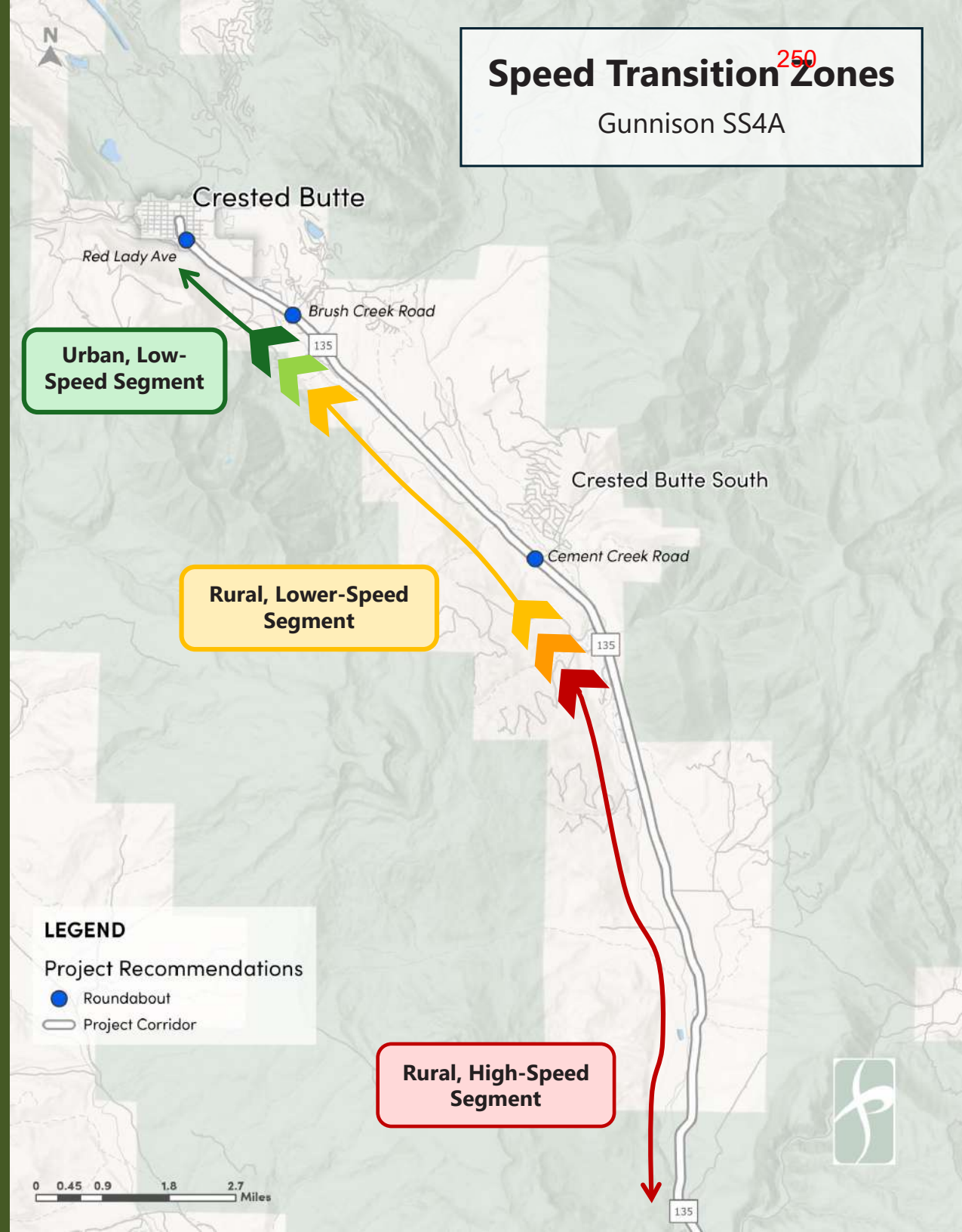


Figure 39: CO 135 Corridor Calming

7.2.3 CO 135 Cost-Benefit Analysis

A cost-benefit analysis was performed for the identified projects on CO 135. For each countermeasure, crash modification factors (CMFs) were selected based on the most relevant and fitting context for the segment of CO 135 where the countermeasure will be applied. All CMFs were obtained from the U.S. Department of Transportation's (USDOT's) Crash Modification Factors Clearinghouse and all corresponding studies were at minimum 3-star quality.

Countermeasure service life was obtained from USDOT's Crash Modification Factors Clearinghouse. For countermeasures with varying lengths of service life,

the average length of service life was used. The cost of deaths, nonfatal disabling injuries, and property damage crashes were obtained from the Colorado Department of Transportation's (CDOT's) Colorado Highway Safety Improvement Program (CHSIP). Because the HSIP costs were derived in 2013, a 34% inflation was added to HSIP costs to also show crash benefit values that account for inflation to 2024.

An itemized and total cost-benefit analysis is presented in **Table 2**.

Table 2: CO 135 Cost-Benefit Analysis

COUNTERMEASURE	CMF	FATALITIES	FATALITIES	FATAL	NONFATAL	NDI	NONFATAL	PDO	PDO	PDO	TOTAL	ANNUAL	SERVICE	CRASH \$	CRASH	PROJECT	BENEFIT/	BENEFIT/
			AVOIDED	INJURY	DISABLING	AVOIDED	DISABLING	CRASHES	AVOIDED	COST	CRASH \$/5	BENEFIT	LIFE	BENEFIT X	BENEFIT +	COST	COST	COST +
				COST	INJURIES		INJURY				YRS (WITH	(WITH	(YEARS)	SERVICE	INFLATION			INFLATION
					(NDI)		COST				CMF)	CMF)		LIFE (WITH				
														CMF)				
Edgeline Rumble Strips	0.67	1	0.33	\$1,500,000	22	7.26	\$80,700	N/A	N/A	\$9,300	\$1,080,880	\$216,180	15	\$3,242,700	\$4,345,220	\$439,000	7.39	9.90
Centerline Rumble Strips	0.55	2	0.9	\$1,500,000	11	4.95	\$80,700	N/A	N/A	\$9,300	\$1,749,470	\$349,890	15	\$5,248,350	\$7,032,790	\$328,000	16.00	21.44
Dynamic Message Sign	0.95	2	0.1	\$1,500,000	13	0.65	\$80,700	41	2.05	\$9,300	\$221,520	\$44,300	7.5	\$332,250	\$445,220	\$500,000	0.66	0.89
Install Guardrail (btw 8 & Gunn. River Ranch Rd)	0.89	0	0	\$1,500,000	4	0.44	\$80,700	N/A	N/A	\$9,300	\$35,510	\$7,100	20	\$142,000	\$190,280	\$250,000	0.57	0.76
Install Guardrail (N/O N Rd and N of CR L1)	0.89	0	0	\$1,500,000	2	0.22	\$80,700	N/A	N/A	\$9,300	\$17,750	\$3,550	20	\$71,000	\$95,140	\$287,000	0.25	0.33
Install Guardrail (S/O E River Ln)	0.89	0	0	\$1,500,000	3	0.33	\$80,700	N/A	N/A	\$9,300	\$26,630	\$5,330	20	\$106,600	\$142,840	\$199,000	0.54	0.72
Install Guardrail (ALL)	0.89	0	0	\$1,500,000	9	0.99	\$80,700	N/A	N/A	\$9,300	\$79,890	\$15,980	20	\$319,600	\$428,260	\$736,000	0.43	0.58
Minor Rd Stop Control to Roundabout (Red Lady)	0.28	0	0	\$1,500,000	0	0	\$80,700	2	1.44	\$9,300	\$13,390	\$2,680	20	\$53,600	\$71,820	\$2,781,000	0.02	0.03
Minor Rd Stop Control to Roundabout (CR 738/Brush Creek)	0.28	0	0	\$1,500,000	2	1.44	\$80,700	1	0.72	\$9,300	\$122,900	\$24,580	20	\$ 491,600	\$658,740	\$ 4,747,000	0.10	0.14
Minor Rd Stop Control to Roundabout (CR 740/Cement Creek)	0.28	0	0	\$1,500,000	5	3.6	\$80,700	1	0.72	\$9,300	\$297,220	\$59,440	20	\$1,188,800	\$1,592,990	\$3,342,000	0.36	0.48

COUNTERMEASURE	CMF	FATALITIES AVOIDED	FATALITIES AVOIDED	FATAL INJURY COST	NONFATAL DISABLING INJURIES (NDI)	NDI AVOIDED	NONFATAL DISABLING INJURY COST	PDO CRASHES	PDO AVOIDED	PDO COST	TOTAL CRASH \$/5 YRS (WITH CMF)	ANNUAL BENEFIT (WITH CMF)	SERVICE LIFE (YEARS)	CRASH \$ BENEFIT X SERVICE LIFE (WITH CMF)	CRASH BENEFIT + INFLATION	PROJECT COST	BENEFIT/ COST	BENEFIT/ COST + INFLATION
Bus Pullout	N/A	N/A	0	\$1,500,000	N/A	N/A	\$80,700	N/A	N/A	\$9,300	\$0	\$0	N/A	\$ 0	\$0	\$426,000	0.00	0.00
Pedestrian Underpass	N/A	N/A	0	\$1,500,000	N/A	N/A	\$80,700	N/A	N/A	\$9,300	\$0	\$0	N/A	\$ 0	\$0	\$ 2,912,000	0.00	0.00
Change Corner R Turn Radius	0.85	0	0	\$1,500,000	2	0.3	\$80,700	0	0	\$9,300	\$24,210	\$4,840	15	\$ 72,600	\$97,280	\$932,000	0.08	0.10
Leading Pedestrian Interval	0.81	0	0	\$1,500,000	2	0.38	\$80,700	0	0	\$9,300	\$30,670	\$6,130	15	\$ 91,950	\$123,210	\$1	91950.00	123,210.00
Retroreflective Backplate	0.85	0	0	\$1,500,000	2	0.3	\$80,700	10	1.5	\$9,300	\$38,160	\$7,630	20	\$ 152,600	\$204,480	\$3,000	50.87	68.16
Flashing Yellow Arrow	0.86	0	0	\$1,500,000	0	0	\$80,700	2	0.286	\$9,300	\$ 2,660	\$ 530	10	\$5,300	\$7,100	\$4,000	1.33	1.78
Add signal head	0.72	0	0	\$1,500,000	2	0.56	\$80,700	10	2.8	\$9,300	\$71,230	\$14,250	15	\$ 213,750	\$286,430	\$2,000	106.88	143.22
Sidewalks	0.6	0	0	\$1,500,000	0	0	\$80,700	0	0	\$9,300	\$0	\$0	15	\$ 0	\$0	\$1,060,000	0.00	0.00
															TOTAL BCR	0.63	TOTAL BCR (INFLATION)	0.84



CHAPTER 8

PROGRESS AND TRANSPARENCY




Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



The **PROGRESS AND TRANSPARENCY** chapter includes recommendations for evaluating progress toward the County's long-term safety goal to reduce fatal and severe-injury crashes.

8. PROGRESS AND TRANSPARENCY

This plan provides a comprehensive series of potential improvements to address traffic crashes on all roads in Gunnison County and on CO 135. Annual reporting towards eventual elimination of all fatal and severe crashes countywide will be conducted through a review of reported crashes via CDOT. Crash reduction and improved post-crash care will depend on the availability of funding and opportunity for

implementing improvements countywide and along the CO 135 corridor. Gunnison County, the Town of Crested Butte, and the City of Gunnison have committed to ongoing collaboration in addressing traffic safety throughout their jurisdictions, including CO 135.

Endnotes

1. Davis C, Dodson P, Pore C, Sangaraju S, Broadbent M, Scott G, Gardett I, Olola C. [Predicting the need for extrication in traffic accidents reported to 911: is anyone pinned/trapped?](#) Ann Emerg Dispatch & Response. 2018;6(3):5-9.
2. Scott G, Olola C, Gardett MI, Ashwood D, Broadbent M, Sangaraju S, Stiegler P, Fivaz MC, Clawson JJ. [Ability of Layperson Callers to Apply a Tourniquet Following](#)

[Protocol-Based Instructions From an Emergency Medical Dispatcher](#). Prehosp Emerg Care. 2020 Nov-Dec;24(6):831-838. doi: 10.1080/10903127.2020.1718259. Epub 2020 Mar 3. PMID: 31961756.

3. Scott G, Clawson J, Rector M, Massengale D, Thompson M, Patterson B, Olola CH. [The accuracy of emergency medical dispatcher-assisted layperson-caller pulse check using the medical priority dispatch system protocol](#). Prehosp Disaster Med. 2012 Jun;27(3):252-9. doi: 10.1017/S1049023X12000805. PMID: 22854003.

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Image of the roads and buildings on and surrounding Elk Avenue in the Town of Crested Butte in winter



Staff Report

March 3, 2025

To: Mayor and Town Council

Prepared By: Dannah Leeman Gore, Sustainability Coordinator

Thru: Dara MacDonald, Town Manager, Shea Earley, Public Works Director

Subject: **2025-2030 Municipal Refuse and Recycling Collection and Disposal Agreement**

Summary:

Town Staff are recommending that Town Council approve the 2025-2030 Refuse and Recycling Collection and Disposal Agreement with Waste Management (WM) as part of the consent agenda.

Background:

The Town of Crested Butte (Town) published a Request for Proposal (RFP) for the Municipal Refuse and Recycling Collection and Disposal Agreement on 10/21/2024 on the Town website and in the 10/24/24 and 10/31/2024 editions of the Crested Butte News. Proposals were received by the Town until 04:00 p.m. on 12/9/2024. There was only one (1) qualified proposal, and it was reviewed by the Town Manager, Public Works, Sustainability, and the Finance Department.

In response to the Town's RFP, WM included in their proposal a commitment to help the Town implement a "Save-As-You-Throw" (SAYT) trash program and a possible private partnership with Elements Mountain Compost to offer a few options for composting services as part of this agreement: continuing the residential compost drop off program, a voluntary curbside pickup composting program, or a Town-wide curbside composting program.

Previous Council Action:

Public Works and Sustainability staff brought this proposal's additional waste programs to Town Council for discussion at the 1/6/2025 regular Town Council meeting. The discussion centered around understanding Council's support to incorporate SAYT or composting services into WM's 2025-2030 contract with the Town. Council overall gave support to continue exploring implementation of a SAYT trash program with WM and understand how the Town might utilize SAYT pricing to offset the cost of the Town's existing community compost program. Council did not give approval to incorporate composting services into this contract due to cost concerns for curbside pickup programs and a desire to see a more transitional approach should stepped-up composting services be considered in the future.

Discussion:

Staff have incorporated the following language into the WM agreement following the guidance provided by Town Council on 1/6/2025 on SAYT and composting services:

1. **PAY AS YOU THROW IMPLEMENTATION:**

a. Pay as you Throw: “Waste Management will assist the Town in implementing a Pay as you Throw (PAYT) waste program ideally by end of 2025. WM will provide necessary materials, including bins and educational materials, during implementation. The Town will structure pricing on 32-gallon, 64-gallon, and 96-gallon bins to further incentivize households to convert to smaller bin sizes in addition to WM’s fee schedule.

b. Composting program: “Waste Management will continue to assist the Town in exploring curbside composting options, specifically, solutions that pair with the PAYT program”.

Climate Impact:

SAYT trash programs incentivize users to throw away less trash to the landfill by making a smaller trash can a more cost-effective option. Incorporating the Town’s WM agreement with the exploration and possible implementation of these services addresses both the Town’s 2019 and draft 2030 Climate Action Plan’s goals on landfill waste diversion and emissions reduction.

Financial Impact:

The proposed rates provided by Waste Management in their RFP are below:

Service	Rate
96g (Weekly Trash & EOW Recycle)	\$ 28.13
64g Trash/96g Recycle (Weekly Trash & EOW Recycle)	\$ 24.13
32g Trash/96g Recycle (Weekly Trash & EOW Recycle)	\$ 23.52
Residential Food Waste Collection	See Food Waste Section in Proposal
Extra Bags (per bag)	\$ 6.00
Additional Trash 96G Cart	\$ 21.38
Additional Recycle 96G Cart	\$ 9.00
Bulky Pick-Up	\$ 50.00

Additional Services	Rate
Town Clean-up (1 30yd Roll-Off Free)	\$350/Roll-off
Yard Waste Event (2 30yd Roll-offs)	\$ 1,800.00
eWaste Disposal (Container provided free during event)	Cost/lb

Ancillary Fees	Rate
Overage Fee	\$ 30.05
Contamination Fee	\$ 5.96
Lost/Stolen/Damaged Cart Replacement	\$ 250.00
Container Exchange Fee	\$ 25.00

Figure 1. Proposed rates included in the 2025-2030 Waste Management contract

Legal Review:

The Town Attorney has reviewed the RFP and assisted in drafting the associated agreement.

Recommendation:

Town staff recommend that the Town Council approve Waste Management as the contractor to provide 2025-2030 residential refuse and recycling collection and disposal services.

Proposed Motion:

A council member should make a motion, followed by a second, to approve the 2025-2030 Refuse and Recycling Collection and Disposal Agreement for residential waste services with Waste Management as part of the consent agenda.

Attachments:

- Town of Crested Butte 2025-2030 Professional Services Agreement with Waste Management titled “Refuse and Recycling Collection and Disposal Agreement”

REFUSE AND RECYCLING COLLECTION AND DISPOSAL AGREEMENT

THIS REFUSE AND RECYCLING COLLECTION AND DISPOSAL AGREEMENT ("Agreement"), made this _____ day of _____ 2025, with an effective date of _____ ("Effective Date"), is entered into by and between the Town of Crested Butte, Colorado, a Colorado home rule municipality, hereinafter referred to as the "Town," and Waste Management of Colorado, Inc., a Colorado corporation, hereinafter referred to as "WMI," and is based on the following conditions:

WITNESSETH:

WHEREAS, the Town, in accordance with Chapter 13, Article 5 of the Crested Butte Municipal Code ("Code"), addresses the collection of residential trash, refuse and rubbish and establishes standards, scheduling and the payment of fees for said collections; and

WHEREAS, the Town desires that the collection and disposal of said trash, refuse, rubbish and certain recyclables be contracted to a single professional trash processing company that is adequately staffed, equipped, insured, licensed and certified to handle said collections and disposal in a regular, timely, safe and efficient manner with a minimum amount of disruption to the peace and tranquility of Crested Butte; and

WHEREAS, the Town desires to have said collection and disposal handled in a fiscally responsible manner that minimizes the cost to residents and provides stable and manageable projections of cost increases over time; and

WHEREAS, the Town issued a Request for Proposals regarding Refuse and Recyclables Collection and Disposal; and

WHEREAS, WMI responded to the Request for Proposal and was selected by the Town. A copy of WMI proposal is attached hereto as Exhibit A and incorporated herein; and

WHEREAS, WMI desires to provide certain trash, refuse, rubbish and recyclables collections and disposal, and be the single professional processing source for such collection and disposal, WMI being adequately staffed, equipped, insured, licensed and certified to handle said collection and disposal in a regular, timely, safe and efficient manner with a minimum amount of disruption to the peace and tranquility of Crested Butte; and

WHEREAS, WMI can handle the collection, disposal and recycling of said trash, refuse, rubbish and recyclables in a fiscally responsible manner that minimizes the cost to residents and provides stable and manageable projections of cost increases over time.

NOW THEREFORE, in consideration of the mutual covenants, conditions, requirements and obligations set forth herein, the Town and WMI agree as follows:

AGREEMENT:

1. SCOPE OF SERVICES.

WMI shall collect, process and dispose of, at least once each calendar week, all trash, refuse, rubbish and certain recyclables deposited curbside for collection by the owners and/or inhabitants of each residential dwelling and collect, process and dispose of the contents of all residential trash containers and dumpsters within Crested Butte identified by the Town as contemplated in Section 3(A) hereof and more fully described in Exhibit A attached hereto. Title to all trash, refuse and rubbish and all recyclables shall be vested in WMI upon collection at curbside.

2. TERM; TERMINATION.

a. The term of this Agreement shall be five (5) consecutive one (1) year terms (each a "Term"). The first Term shall commence on January 1, 2025. Each subsequent Term, if any as described hereinafter, shall commence on January 1 of the subsequent calendar year. This Agreement shall automatically expire at 12:00 a.m. midnight, MST on December 31 of each calendar year, unless the Town, at its option, appropriates, during the preceding calendar year, funds sufficient to pay the compensation due WMI under this Agreement for the subsequent Term. If funds are appropriated during the preceding calendar year to compensate WMI during the subsequent Term, the Agreement will be automatically renewed through the following December 31.

3. COMPENSATION.

a. In exchange for WMI's performance of the services contemplated under this Agreement, the Town shall pay WMI in accordance with the rates and fees set forth on Exhibit A attached hereto (the "Rates"). Notwithstanding anything in this Agreement, there shall be no minimum commitment of residential dwellings served pursuant to this Agreement.

b. Annual CPI Adjustments. The Rates shall be increased annually by a percentage equal to the percent change in the average Consumer Price Index for All Urban Consumers: Water and sewer and trash collection services ("CPI"), as published by the Bureau of Labor Statistics, for the 12- month period ending nearest, but at least sixty (60) days prior to, the Adjustment Date. At least thirty (30) days prior to the Adjustment Date, WMI shall notify the Town of the CPI adjustment to take effect on the Adjustment Date and shall provide the Town with its computations therefore.

c. Extraordinary Adjustments. WMI's Rates are calculated to pay certain expenses and costs that are of a contingent and uncertain nature. Therefore, in addition to the annual adjustment provided by Section 3(b), the Rates shall, upon written request of WMI, be further adjusted on an interim basis for increased expenses or reduced revenue associated with performance of the services hereunder due to any one or more of the following causes:

- (i) Material changes resulting from a force majeure event, including but not limited to riots, wars, sabotage, civil disturbances, insurrections, strikes or other labor disturbances, explosion, natural disasters such as hurricanes, floods, earthquakes, landslides, and fires, pandemics or threat of pandemics;
- (ii) Fees or taxes imposed specifically on WMI's services by any governmental agency having jurisdiction;
- (iii) Any change in foreign, federal, state or local laws or regulations;
- (iv) Any extraordinary increase in costs or decreases in revenues for disposal, processing or marketing of solid waste or recyclable materials;
- (v) An extraordinary increase in the cost of fuel used by collection vehicles;
- (vi) Changes in baseline assumptions, such as changes in volumes collected and changes in the amount of container contamination;
- (vii) Changes in subcontractor costs; or
- (viii) Any other extraordinary circumstances or causes or reasons that are not within the reasonable control of WMI.

If WMI requests an adjustment due to the extraordinary circumstances set forth above, WMI shall prepare a rate adjustment request setting forth its calculation of the increased costs or reduced revenue and accompanying rate adjustment necessary to offset such increased costs or reduced revenue. The Town may request any and all documentation and data reasonably necessary to evaluate such request by WMI, and may retain, at its own expense, an independent third party to audit and review such documentation and such request. If such third party is retained, the Town shall take reasonable steps, consistent with state law, to protect the confidential or proprietary nature of any data or information supplied by WMI. The Town shall act within ninety (90) days of receipt of the request from WMI and shall approve the request if reasonably sufficient supporting information is provided.

Notwithstanding the foregoing, if the request is based upon any new or increased third party fees, taxes, assessments or charges changes in law, of changes in the scope of service, the Town shall approve the interim rate adjustment, and provide its approval within such time period as necessary to ensure that such charges are passed on to customers by the date the same are effective.

d. Payments to WMI by the Town shall be adjusted as new residential dwellings are added to or removed from the Town's residential dwelling list. Said adjustments shall commence on the first day of the calendar month following issuance of

a certificate of occupancy or other such circumstance that adds or subtracts from the number of residential dwellings in the Town limits.

e. If at any time the fees paid by WMI for disposal of refuse collected under this Agreement increase by more than ten percent (10%), the Town and WMI may renegotiate the compensation paid to WMI and the payment and services schedule on Exhibit A.

f. On the commencement date of each Term or Renewal Term, WMI shall submit a written report to the Town Manager documenting the fees paid by WMI for WMI's trash, refuse, rubbish and recyclables collections and disposal provided under this Agreement.

g. WMI will coordinate with the Town to provide a locked storage container to be placed at a location of the Town's choice which will be used for the collection and storage of Electronic Waste. This can coincide with the Town's Spring Cleanup event and once in the fall. A price list of acceptable items will be provided to the Town and funds collected by the Town will be used to pay for the cost of the program.

4. EQUIPMENT; EMPLOYEES.

WMI shall utilize modern, covered, sanitary, leak-proof, packer-type trash collection vehicles. WMI further agrees to utilize a covered, sanitary and leak-proof collection vehicle for the purpose of collecting recyclables. WMI shall employ and pay for the services of all drivers and laborers associated with said equipment and the maintenance and insurance thereof. WMI will have sole responsibility to ensure that all vehicle operators are licensed and insured to the standards of the State of Colorado.

5. HANDLING.

All collections shall be made with minimum disturbance to Town residents. Collections shall not be made prior to 7:00 AM or later than 7:00 PM. Containers shall be carefully handled, thoroughly emptied and left where deposited for collection standing upright with lids in place.

WMI agrees to pick up and remove all material spilled from containers or the collection vehicle in the process of collection.

6. DISPOSAL.

All trash, refuse and rubbish collected pursuant to this Agreement shall be disposed of at a lawful site identified by WMI.

7. RECYCLABLE MATERIALS.

For the purposes of this Agreement, recyclables shall consist of the following: (i) corrugated cardboard; (ii) non-leaded glass; (iii) aluminum cans; (iv) newspapers and magazines; (v) tin or steel cans; (vi) office paper; (vii) junk mail; and (viii) plastic containers Nos. 1, 2, 4 & 5.

At least sixty (60) days prior to the expiration of each Term or Renewal Term, the Town may renegotiate the list of recyclables to include any additional materials desired by the Town, which may be collected and conveyed by WMI at a reasonable cost.

8. REPORTING; COMMUNICATION.

WMI shall deliver regular reports to the Town tracking volumes of trash, refuse, rubbish and recyclables. Using this data, WMI will translate the information into environmental impact facts for use by the Town. WMI shall provide a written report, at its expense, of these facts to the Town quarterly and an annual overview report on the commencement of each Term. WMI shall assist the Town in the development of a comprehensive communications and public relations plan designed to inform and develop awareness of, and educate the residents regarding, the importance of recycling and other sustainability programs with the goal of increasing the Town's landfill diversion rates. WMI agrees to participate, at its expense, in all public informational meetings required by the Town.

9. BILLING; PAYMENT.

Monthly payments made to WMI by the Town shall be made within thirty (30) days of receipt of an itemized receipt for WMI services provided to the Town. The failure or inability of the Town to collect waste disposal fees from owners or residents of dwellings within the Town shall in no way alleviate or release the Town from its obligation to compensate WMI under the terms of this Agreement. The Town reserves the right under this Agreement to add an administrative charge to the monthly billing for each residential dwelling. The administrative charge shall not exceed three percent (3%) of the monthly charges for refuse collection and shall be billed directly to residential dwellings by the Town in addition to WMI's monthly fee.

10. PAY AS YOU THROW IMPLEMENTATION:

a. Pay as you Throw: "Waste Management will assist the Town in implementing a Pay as you Throw (PAYT) waste program ideally by end of 2025. WM will provide necessary materials, including bins and educational materials, during implementation. The Town will structure pricing on 32-gallon, 64-gallon, and 96-gallon bins to further incentivize households to convert to smaller bin sizes in addition to WM's fee schedule.

b. Composting program: "Waste Management will continue to assist the Town in exploring curbside composting options, specifically, solutions that pair with the PAYT program"

11. Overage & Contamination Implementation:

a. Roll-Out Period – Education and Outreach. WMI will provide at least ninety (90) days' written notice to Town of the date on which WMI's collection vehicles will have Smart TruckSM technology and WMI is ready to implement Contamination and Overage monitoring (the "Roll-Out Start Date"). During the period beginning on the Roll-Out Start Date and ending 60 days later (the "Roll-Out Period"), WMI shall provide an education program designed to minimize instances of Contamination and Overage. During the Roll-

Out Period, where WMI documents that a particular customer has Contamination (i.e., more than 10% non-recyclables in a recyclables container, or more than 3% non-organic waste in an organic waste container) or Overage (i.e., lid lifted by 10” or more, or would be lifted by 10” or more if closed), WMI shall collect material and document the offending Container (where it can be done safely and excluding material laying on ground) and provide an electronic notice to the customer (if such contact information is provided by Customer) with the following information (a “Violation Notice”):

- Date of the offense;
- Description of the offense;
- If available, a photograph or video (or link to photograph or video);
- A description of the materials that are appropriate for collection in said Container and a link to view online with educational materials; and
- A website to obtain additional information and/or receive responses to questions the customer may have.

During the Roll-Out Period, WMI shall not impose a Contamination or Overage Charge.

b. Post Roll-Out Period. The following shall apply after the Roll-Out Period:

(i) Contamination.

- i. First and Second Occurrences. WMI shall service Containers with Contamination except where there is visible Unacceptable Waste. Unacceptable waste means any waste tires, radioactive, volatile, corrosive, flammable, explosive, biomedical, infectious, bio-hazardous, regulated medical or hazardous waste, toxic substance or material, as defined by, characterized, or listed under applicable federal, state, or local laws or regulations, any materials containing information protected by federal, state or local privacy and security laws or regulations (unless tendered to Company pursuant to a separate agreement), or any material the acceptance or handling of which would cause a violation of any Applicable Law, damage to Company’s equipment or facilities, or present a substantial endangerment to the health or safety of the public or Company’s employees. Title to and

liability for Unacceptable Waste shall remain with the generator at all times.

(1) WMI shall provide a Violation Notice, where such contact information has been provided.

(2) Third and Subsequent Occurrences. WMI may opt to not collect recyclables or organic waste containers with Contamination; in such event, the customer may request the container be collected as trash, and an additional fee will apply. Alternatively, WMI may collect a Container with Contamination and invoice the customer a Contamination charge in the amount set forth in **Exhibit A**. In either case, WMI shall provide a Violation Notice (email, where such electronic contact information has been provided, or otherwise by U.S. mail).

(ii) Overage. WMI may opt to not collect Overage, unless caused by WMI spillage of non-overloaded Containers during collection; in such event, the customer may correct the Overage and request that WMI return to service the container (an additional fee will apply). Alternatively, WMI may collect the Container with Overage and invoice the customer an Overage charge in the amount set forth in Exhibit "A". In either case, WMI shall provide a Violation Notice where such electronic contact information has been provided. If there have been more than three instances of Overage in any twelve (12)-month period for a particular service (i.e., trash, recyclables, or organic waste), WMI may increase the Customer's service level (i.e., larger Container or more frequent service) to mitigate the Overage, and may increase the charges to such customer according to the increased service level.

12. INDEMNIFICATION.

WMI hereby covenants and agrees to indemnify, save, and hold harmless the Town, its officers, employees, and agents from any and all liability, loss, costs, charges, obligations, expenses, attorney's fees, litigation, judgments, damages, claims, and demands of any kind whatsoever arising from or out of any negligent act or omission or other tortious conduct of Contractor, its officers, employees, or agents in the performance or nonperformance of its obligations under this Agreement.

13. TERMINATION.

a. Generally:

(i) The Town may terminate this Agreement without cause if it determines that such termination is in the Town's best interest. The Town shall effect such termination by giving written notice of termination to Contractor, specifying the effective date of termination, at least thirty (30) calendar days prior to the effective date of termination. In the event of such

termination by the Town, the Town shall be liable to pay Contractor for Services performed as of the effective date of termination, but shall not be liable to Contractor for anticipated profits. Contractor shall not perform any additional Services following receipt of the notice of termination unless otherwise instructed in writing by the Town.

(ii) Contractor may terminate this Agreement without cause if it determines that such termination is in Contractor's best interest. Contractor shall effect such termination by giving written notice of termination to the Town, specifying the effective date of termination, at least sixty (60) calendar days prior to the effective date of termination.

b. For Cause:

If, through any cause, Contractor fails to fulfill its obligations under this Agreement in a timely and proper manner, violates any provision of this Agreement, or violates any applicable law, and does not commence correction of such nonperformance or violation within seven (7) calendar days of receipt of written notice and diligently complete the correction thereafter, the Town shall have the right to terminate this Agreement for cause immediately upon written notice of termination to Contractor. In the event of such termination by the Town, the Town shall be liable to pay Contractor for Services performed as of the effective date of termination, but shall not be liable to Contractor for anticipated profits. Contractor shall not perform any additional Services following receipt of the notice of termination. Notwithstanding the above, Contractor shall not be relieved of liability to the Town for any damages sustained by the Town by virtue of any breach of this Agreement, and the Town may withhold payment to Contractor for the purposes of setoff until such time as the exact amount of damages due to the Town from Contractor is determined.

14. AGREEMENT SUBJECT TO APPROPRIATION.

To the extent this Agreement constitutes a multiple fiscal year debt or financial obligation of the Town, it shall be subject to annual appropriation pursuant to the Town of Crested Butte Municipal Code and Article X, Section 20 of the Colorado Constitution. The Town shall have no obligation to continue this Agreement in any fiscal year in which no such appropriation is made.

15. RESPONSIBILITIES.

WMI shall be responsible for all damages to persons or property caused by WMI, its agents, employees or sub-contractors, to the extent caused by its negligent acts, errors and omissions hereunder, and shall indemnify and hold harmless the Town from any claims or actions brought against Contractor by reason thereof.

16. ENTIRE AGREEMENT.

This Agreement, along with any addendums and attachments hereto, constitutes the entire agreement between the parties. The provisions of this Agreement may be amended at any time by

the mutual consent of both parties. The parties shall not be bound by any other agreements, either written or oral, except as set forth in this Agreement.

17. GOVERNING LAW AND VENUE.

This Agreement shall be governed by the laws of the State of Colorado, and venue shall be in the County of Chaffee, State of Colorado.

18. GOVERNMENTAL IMMUNITY ACT.

No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions of the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101, *et seq.*

19. ASSIGNABILITY.

Contractor shall not assign this Agreement without the Town's prior written consent.

20. BINDING EFFECT.

This Agreement shall be binding upon, and shall inure to the benefit of, the parties hereto and their respective heirs, personal representatives, successors, and assigns.

21. SURVIVAL CLAUSE.

The "Indemnification" provision set forth in this Agreement shall survive the completion of the Services and the satisfaction, expiration, or termination of this Agreement.

22. SEVERABILITY.

In the event a court of competent jurisdiction holds any provision of this Agreement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Agreement.

23. HEADINGS.

Paragraph headings used in this Agreement are for convenience of reference and shall in no way control or affect the meaning or interpretation of any provision of this Agreement.

24. NOTICES.

Written notices required under this Agreement and all other correspondence between the parties shall be directed to the following and shall be deemed received when hand-delivered or three (3) days after being sent by certified mail, return receipt requested:

To the Town: Dara MacDonald, Town Manager
 507 Maroon Ave.
 Crested Butte, CO 81224
 (970) 349-5338

Copy to: Karl Hanlon, Town Attorney
 Karp Neu Hanlon
 201 14th Street, Suite 200
 P.O. Drawer 2030
 Glenwood Springs, CO 81602
 (970) 945-2261

To the WMI: WM
 Attn: Legal Notices
 222 S Mill St, Ste 301
 Tempe AZ 85281

25. AUTHORITY.

Each person signing this Agreement, and any addendums or attachments hereto, represents and warrants that said person is fully authorized to enter into and execute this Agreement and to bind the party it represents to the terms and conditions hereof.

26. ATTORNEYS' FEES.

Should this Agreement become the subject of litigation between the Town and Contractor, the prevailing party shall be entitled to recovery of all actual costs in connection therewith, including but not limited to attorneys' fees and expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

27. FORCE MAJEURE.

Neither Party shall not be liable to the other for any failure to perform under this Agreement where such failure has been occasioned by earthquake, fire, flood, landslide, pandemic, lightning, a change in Federal or State law related to either Party's authority or ability to perform under this Agreement, a regulatory, financing, funding or policy decision by any government outside of the Party's control, or other severely disruptive natural occurrences; embargo; strike; civil unrest; failure to secure services, materials or labor not due to Owner's acts or omissions; or any other circumstances beyond Owner's reasonable control ("Force Majeure Event"). Should a Force Majeure Event occur, either party may terminate this Agreement pursuant to Section 3 of this Agreement.

IN WITNESS WHEREOF, the Town and WMI have executed this Agreement effective as of Effective Date set forth above.

TOWN OF CRESTED BUTTE,
a Colorado home rule municipality

By: _____
Ian Billick, Mayor

Attest:

Lynelle Stanford, Town Clerk

WASTE MANAGEMENT OF COLORADO, INC.,
a Colorado corporation.

By: _____
Name: _____
Title: _____

Exhibit A

Pricing

Service	Rate
Weekly Trash & EOW Recycle	\$ 28.13
Extra Bags (per bag)	\$ 6.00
Additional Trash 96G Cart	\$ 21.38
Additional Recycle 96G Cart	\$ 9.00
Bulky Pick-Up	\$ 50.00

Additional Services	Rate
Town Clean-up (1 30yd Roll-Off Free)	\$350/Roll-off
Yard Waste Event (2 30yd Roll-offs)	\$ 1,800.00
eWaste Disposal (Container provided free during event)	Cost/lb

Ancillary Fees	Rate
Overage Fee	\$ 30.05
Contamination Fee	\$ 5.96
Lost/Stolen/Damaged Cart Replacement	\$ 250.00
Container Exchange Fee	\$ 25.00

Statement of Work

WM will provide residential trash & recycling services to the Town of Crested Butte, providing all labor, tools, equipment, and materials to complete these services. Services include the following:

1. Weekly removal of Trash
2. Bi-weekly removal of recyclables
3. Prescheduled Bulky Item Pick-up
4. Participation in Town Clean-Up, Yard Waste Event, and eWaste Disposal as outlined in the proposal, pricing and Refuse & Recycling Collection & Disposal Agreement.
5. Continued collaboration and development support for a Pay as You Throw (PAYT) waste program and composting opportunities.



Memorandum

To: Town Council

From: Dara MacDonald, Town Manager

Subject: Manager's Report

Date: March 3, 2025

Town Manager

- 1) No updates

Sustainability

- 1) **2030 CAP Adoption** – Staff has moved the 2030 Climate Action Plan (CAP) for proposed adoption from March 3 to March 17 to allow for additional revision and review time.

Public Works

- 1) The warm weather has forced Streets Staff to pivot back and forth between snow removal operations and storm water management and maintenance operations. With warm weather forecasted in the long-range forecast, Staff will continue to observe and address storm water issues as they arise.

Marshals

- 1) With our weather varying from arctic, to spring, to winter and everything in between we have experienced a larger than normal number of slow speed crashes and hit-and-run incidents. Locals and visitors alike are reminded that 4-wheel drive means nothing if your vehicle has inappropriate tires, or you can't see out of the windows.
- 2) The police model EV Blazer we ordered in 2024 has finally arrived and is being outfitted.

Parks, Recreation, Open Space and Trails

- 1) The last game of the adult Futsol league will be Thursday, February 27th from 8-10pm at the High School Gym. If you could use some diversity in your day, spectators are welcome to watch this high-level exciting game with an international flair.

- 2) Youth Lacrosse, Volleyball, and After School Sports began on 2/24.
- 3) Proposals are due on Friday, 2/28 for the PROST Plan. Seven firms were in attendance at the pre-proposal meeting and staff is hopeful that we will receive multiple good proposals.
- 4) Staff is working on a Met Rec Capital grant application for the Mineral Point Trail Project. Applications are due 3/14 and awards will be announced 5/28.
- 5) Joey Carpenter has been invited to the [Backcountry Snowsports Initiative and Winter Wildlands Alliance](#) annual hut trip meeting from March 10th-14th as part of the work he's produced for winter travel management planning and data collection strategies for the GMUG Winter Travel Management Planning group. The annual meeting will contain 16 people from across Colorado who work on winter recreation mapping, data collection, wildlife conservation, and land management planning. Participants will include land managers from federal agencies, 10th Mountain Division Hut System representatives, Backcountry Snowsports Initiative & Winter Wildlands Alliance staff, and Colorado Mountain Club association members.

Community Development

- 1) Town Council requested an overview of how the Ruby functions, which is attached to this staff report.
- 2) The Town plans to publish the Draft Community Plan for public feedback from March 7 to April 3. During this period, the Town will host a community presentation and open house at the Center for the Arts on Wednesday, March 19, from 5:30 to 7:30 p.m. Additionally, staff will conduct focus groups and interviews with architects, builders, developers, and other key stakeholders. Marketing and invitations for these events will go live by March 7 on the Town's Navigation and Community Plan webpages.
- 3) Community Development is working with the Clerk's Department to transition the administration of the parklet program. As part of this program, businesses have the option to construct their own parklet through submitting plans and receiving a permit from the Building division. The Building division is currently assisting with the first inquiry of the year regarding the construction of a custom parklet, which may be utilized for several restaurants with the same ownership.
- 4) The first tenant moved into Paradise Park on February 15th. Other tenants for the first six units will move in over the coming weeks, with timing largely driven by the terms of breaking their current leases. High Mountain Concepts anticipates that the last three units in phase 1 will be ready for TCO inspection by the end of April.

Town Clerk

- 1) Parklet applications will be ready to go the first week of March with a return deadline of Friday, March 28, 2025. One point of efficiency gained for the applicants will be running the parklet and liquor licensed premises changes concurrently. Thank you to the Community Development department for their ongoing assistance with the application process.
- 2) The Mardi Gras parade will be taking place on Tuesday, March 4, 2025, starting at the Four Way at 5:00PM, and proceeding on Elk Avenue to the Mallardi Theatre.

- 3) Staff is processing the special event application for the CB Ultra, train run race, planned for September 26 and 27, 2025, taking place primarily on trails and at the Community School. Due to the low impact on Town property and no requested closures, the application will be approved administratively.

Finance/HR/IT

- 1) HR Tech hiring – The Finance/HR/IT Department welcomes Emily Chodor, our new HR Technician. Emily will start to work on Wednesday, March 5th. She will spend her first two weeks training with Town's HR Manager, Rick DelaCastro and Director of Finance, Kathy Ridgeway.

- 2) January Preliminary Revenue Report -

TOWN SALES TAX JANUARY 2025								
Business Category	Total Amount 2025	Total Amount 2024	\$ Diff	% Diff	YTD 2025	YTD 2024	\$ Diff	% Diff
BARS/REST	\$179,026.15	\$170,631.88	8,394.27	4.92%	\$179,026.15	\$170,631.88	8,394.27	4.92%
ECOMMERCE	\$27,422.55	\$22,878.45	4,544.10	19.86%	\$27,422.55	\$22,878.45	4,544.10	19.86%
GROCERY	\$66,014.91	\$73,415.43	-7,400.52	-10.08%	\$66,014.91	\$73,415.43	-7,400.52	-10.08%
RETAIL	\$91,857.74	\$87,124.97	4,732.77	5.43%	\$91,857.74	\$87,124.97	4,732.77	5.43%
RETAIL:MMJ	\$10,907.74	\$13,099.97	-2,192.23	-16.73%	\$10,907.74	\$13,099.97	-2,192.23	-16.73%
LODGING	\$74,624.59	\$67,053.19	7,571.40	11.29%	\$74,624.59	\$67,053.19	7,571.40	11.29%
CONST/HRDWR/AUTO	\$37,217.12	\$39,164.05	-1,946.93	-4.97%	\$37,217.12	\$39,164.05	-1,946.93	-4.97%
SERVICE	\$32,873.65	\$33,703.24	-829.59	-2.46%	\$32,873.65	\$33,703.24	-829.59	-2.46%
Grand Total	519,944	507,071	12,873	2.5%	519,944	507,071	12,873	2.5%
OTHER REVENUE SOURCES								
Vacation Rental Excise Tax	85,166	83,790	1,376	1.6%	85,166	83,790	1,376	1.6%
Tobacco & Nicotine Tax	16,111	16,818	(707)	-4.2%	16,111	16,818	(707)	-4.2%
RETT	532,151	86,205	445,946	517.3%	532,151	86,205	445,946	517.3%
Carry Out Bag Fee	435	602	(167)	-27.8%	435	602	(167)	-27.8%
prepared 2.24.25								

Upcoming Meetings or Events Council may choose to attend

March 19 – 5:30-7:30pm, Community Plan community presentation and open house, Center for the Arts

Upcoming Agenda Items

See attached **draft** list of upcoming Council agenda topics

* As always, please let me know if you have any questions or concerns. You may also directly contact department directors with questions as well.



Staff Report

March 3, 2025

To: Mayor and Town Council

Prepared By: Erin Ganser, Housing Director

Thru: Dara MacDonald, Town Manager

Subject: Operating Analysis of the Ruby, Workforce Communal Housing

Summary:

A member of the Council requested an operating analysis of the Ruby, a six-unit, communal workforce housing property purchased by the Town in July 2021 for \$2.3 Million.

Previous Council Action:

The Council approved purchase of the property the summer of 2021.

Background:

The Town purchased the Ruby (624 Gothic) to help house seasonal Town employees and improve recruitment. This staff report details operating costs, discusses past and planned capital improvements, and provides a history of occupancy broken out by town employees and local workforce for the last three full operating years from 2022 through 2024.

Discussion:

The Town purchased the six-room Ruby Bed and Breakfast at 624 Gothic Avenue in July 2021 for \$2.3 Million to provide housing options for seasonal Town employees.

Net Operating Income

Annual net operating income (NOI) and occupancy has fluctuated with variable property management and oversight from GVRHA as well as with implementation of a Town policy to hold a vacant room to support recruitment and response to employee housing emergencies. NOI for the three full years of operations is below. These values exclude capital expenditures, insurance, and Town staff time.

- 2022: \$6,597
- 2023: -2,002 (Implemented policy to hold a unit for Town employees, have since eased back and worked to fill units after an initial check on need with department heads, and had variable support with GVRHA property management due to turnover.)
- 2024: \$-221.50 (renovations in May 2024 limited occupancy)

Although none of the Town's employee housing units cashflow, the operating expenses of the Ruby are more extensive, driving down net operating income. As a communal living property, the Town carries all operating costs, such as utilities, common area supplies and cleaning, yard maintenance, plowing, and Wi-Fi, in addition to standard maintenance and capital improvements. With the transition to an in-house property manager, staff anticipate being able to curb some expenses. Historically, the Town has paid GVRHA \$12,000 annually for management of this property.

Current lease rates are \$500 per month, all inclusive of utilities and Wi-Fi, for single occupancy and \$750 for double occupancy for the five standard rooms. The two-room suite leases for \$750 for single or double occupancy and \$1,000 for triple occupancy. Rents will be increased with summer 2025 leases.

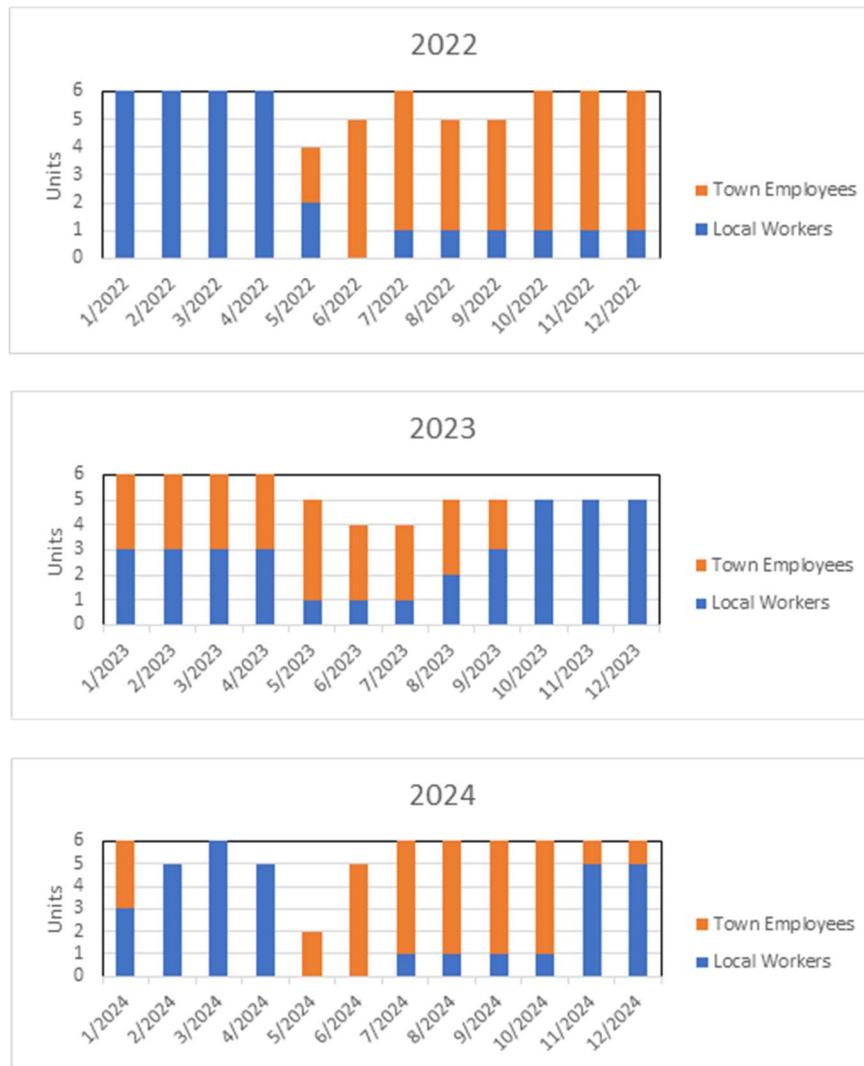
Capital Expenditures

- Exterior paint completed in 2024: \$28,000
- Interior renovation completed in 2024 (flooring/furniture/deferred maintenance): \$22,000
- Future expenditures include a \$25,000 drywell for storm drainage, and parking area and sewer line repairs in 2025 and a roof in 2027 estimated at \$80,000.

Occupancy

Occupancy trends for the three full years of operations are below broken out by Town employee and local workforce occupants. The property has served the purpose of housing seasonal Town employees, chiefly summer PROST employees, as well as many year-round employees caught between market housing options and/or waiting to secure one of the 13 Town employee rental units through the lottery. In addition to supporting Town summer employment needs and general workforce housing demand in the winter, the Ruby has provided much needed emergency housing for households evicted from the Frontier Lands mobile home park in Gunnison as well as individuals extricating themselves from unsafe living situations.

To ensure the units are available for summer employees, all winter leases end a week after CBMR closes, giving GVRHA and Facilities time to clean and make repairs. Until May 30th, units are prioritized for Town employees, requiring that they work at least 20 hours a week or work as a recreation coach with a full season commitment. A winter tenant may remain in place through the summer provided they take qualified employment with the Town. Town has less demand for winter seasonal employees. When units become available over the winter season, housing staff check with all departments to determine if there is a need for the unit before it is opened to local workers. Lease terms vary, not to exceed six months although extensions are common, assuming that the qualifications are met for Town employee priority for summer months.

Ruby Occupancy by Year

Crested Butte Town Council Upcoming Agenda

March 17 - Packets out Monday, March 10th

Work session – Begin at 5:00

- Long-range financial planning worksession – Kathy/Dara

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b. PROST Plan consultant selection – Janna
 - c. Approval from the Town Council for a Grant Application to History Colorado's State Historical Fund Program for a Mini Grant for the 2025-2026 Update to the Town's Design Standards and Guidelines and a Letter of Support - Jessie
2. Presentation
 - a. Year-end financial summary - Kathy
3. Public Hearing
 - a. Ord 2, Model Building code updates - Mel
4. New Business
 - a. Ord, Chapter 13 – Utilities, 1st reading – Shea
 - b. Adopting Climate Action Plan – Dannah
 - c.
5. Exec Session

April 7 - Packets out Monday, March 31st

Work session –

- Center for the Arts Phase 2 – Jillian & Brett

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b. Extinguishment Agreement for deed restriction – Karl
 - c.
2. Presentation
 - a.
3. Public Hearing
 - a.
4. New Business
 - a. Adoption of EV Readiness Plan - Dannah
 - b. Evaluation of Community composting program? - Dannah
 - c. Town Attorney services
 - d.
5. Exec Session

Schedule CB/MT CB Council meeting

MX - Joint council workshop on service level expectations for 2026, inclusive of all services (fixed, on demand + late night). Likely funding gaps discussed and direction given to MX board on multiyear commitment to funding

April 21 - Packets out Monday, April 14th

Work session –

- SAYT program discussion – timeline and cost – Dannah & Shea
- PPRA discussion - Dannah

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b. DC Fast Charging installation contract – Shea/Dannah
2. Presentation
 - a. SH 135 Corridor Plan IGA – Troy
3. Public Hearing
 - a. Ord, Chapter 13 – Utilities, 2nd reading – Shea
 - b. Resolution, IGA with Mt CB Water & San for Solids Processing – Shea
 - c. Easement agreement with Gunnison County for water main extension across Town property adjacent to CBCS – Shea
 - d. IGA with Gunnison County re: Red Lady roundabout – Troy
 - e. IGA with Gunnison County re: Red Lady roundabout – Troy
4. New Business
5. Exec Session

May 5 - Packets out Monday, April 26th

Work session –

- Refined Draft Community Plan – Mel (potentially hold May 19 too)

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b. SH 135 Corridor Plan IGA – Troy
2. Presentation
 - a. Resolution, IGA with Mt CB Water & San for Solids Processing – Shea
3. Public Hearing
 - a. Easement agreement with Gunnison County for water main extension across Town property adjacent to CBCS – Shea
 - b. IGA with Gunnison County re: Red Lady roundabout – Troy
 - c. IGA with Gunnison County re: Red Lady roundabout – Troy
4. New Business
5. Exec Session

May 19 - Packets out Monday, May 12th

Work session –

- Refined Draft Community Plan – Mel

Regular Meeting

1. Consent Agenda
 - a. Minutes – Lynelle
 - b. SH 135 Corridor Plan IGA – Troy
2. Presentation
 - a. Resolution, IGA with Mt CB Water & San for Solids Processing – Shea
3. Public Hearing
 - a. Easement agreement with Gunnison County for water main extension across Town property adjacent to CBCS – Shea
 - b. IGA with Gunnison County re: Red Lady roundabout – Troy
 - c. IGA with Gunnison County re: Red Lady roundabout – Troy
4. New Business
 - a. Annual update of Affordable Housing Guidelines - Erin
5. Exec Session

June 2 - Packets out Tuesday, May 27th

Work session –

- Continue discussion on Community grants – purpose and administration – Dara/Kathy/Grants Committee

Regular Meeting

- | | |
|--------------------------|----------------------------|
| 1. <u>Consent Agenda</u> | b. |
| a. Minutes – Lynelle | 4. <u>New Business</u> |
| b. | a. Community Plan Adoption |
| 2. <u>Presentation</u> | Consideration - Mel |
| a. | b. |
| 3. <u>Public Hearing</u> | 5. <u>Exec Session</u> |
| a. | |

June 16 - Packets out Monday, June 9th – Dara & Ian out

Work session –

-

Regular Meeting

- | | |
|--------------------------|--------------------------------|
| 1. <u>Consent Agenda</u> | b. |
| a. Minutes – Lynelle | 4. <u>New Business</u> |
| b. | a. Community Plan Adoption |
| 2. <u>Presentation</u> | Consideration – Mel (TBD hold) |
| a. | b. |
| 3. <u>Public Hearing</u> | 5. <u>Exec Session</u> |
| a. | |

July 7 - Packets out Monday, June 30th

Work session –

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Regular Meeting

- | | |
|--------------------------|------------------------|
| 1. <u>Consent Agenda</u> | a. |
| a. Minutes – Lynelle | b. |
| b. | 4. <u>New Business</u> |
| 2. <u>Presentation</u> | a. |
| a. | 5. <u>Exec Session</u> |
| 3. <u>Public Hearing</u> | |

July 21 - Packets out Monday, June 14th

Work session –

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Regular Meeting

- | | |
|--------------------------|------------------------|
| 1. <u>Consent Agenda</u> | a. |
| a. Minutes – Lynelle | b. |
| b. | 4. <u>New Business</u> |
| 2. <u>Presentation</u> | a. |
| a. | 5. <u>Exec Session</u> |
| 3. <u>Public Hearing</u> | |

August 5 Tuesday - Packets out Monday, July 28th

Work session –

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Regular Meeting

- | | |
|--------------------------|------------------------|
| 1. <u>Consent Agenda</u> | a. |
| a. Minutes – Lynelle | b. |
| b. | 4. <u>New Business</u> |
| 2. <u>Presentation</u> | a. |
| a. | 5. <u>Exec Session</u> |
| 3. <u>Public Hearing</u> | |

August 18 - Packets out Monday, August 11th

Work session –

- Budget kick-off – Refining strategic plan and specific actions for 2026
- Compass kick-off and recap of planning efforts culminating in updated capital plans

Regular Meeting

- | | |
|--------------------------|------------------------|
| 1. <u>Consent Agenda</u> | a. |
| a. Minutes – Lynelle | 4. <u>New Business</u> |
| 2. <u>Presentation</u> | a. |
| b. | 5. <u>Exec Session</u> |
| 3. <u>Public Hearing</u> | |

Future/Annual Items

January – Resolution setting posting places

- Annual resolution approving Council Rules of Procedure
- Annual review of progress on Council goals/priorities
- Annual review of grant applications/awards
- Presentation from QQ (following elections)

- CIRSA elected officials training (following elections)
- Presentation from Region 10 (following elections)
- Town Attorney quarterly report

February – Year-end report from Chamber of Commerce

- Mt. Express annual report
- Annual Affordable Housing update/5-year plan
- Year-end financial summary
- County Commissioner update

March - Annual review of traffic calming and parking management (include bike safety)

April - Q1 review of progress on Council goals/priorities

- review of grant applications/awards
- Town Attorney quarterly report

May – Q1 financial summary

- Legislative Session summary
- County Commissioner update
- review of grant applications/awards

June –

July – Q2 review of progress on Council goals/priorities

- Town Attorney quarterly report

August – County Commissioner update

- Initiate annual budget with Council

September – Q3 review of progress on Council goals/priorities

- Q2 financial summary
- review of grant applications/awards
- Annual budget work sessions with Council

October – Snow Plan

- Annual revisiting of the Climate Action Plan – strategies & actions
- 15th – deadline for presentation of the annual budget
- County Commissioner update
- Annual rental agreement with WEHA
- Town Attorney quarterly report

November – Annual report by the Chair of the Weed Advisory Board on Weed Management in the Town of Crested Butte

- Q3 financial summary
- Board & Committee appointments (following election)
- Appointment of Mayor pro-tem (following election)
- Adoption of annual budget (Nov or Dec depending on election cycle)

December – Funding agreement with Chamber of Commerce
- Agreement with GVRHA for Green Deed

DRAFT



Staff Report

March 3, 2025

To: Mayor and Town Council

Prepared By: Erin Ganser, Housing Director

Thru: Dara MacDonald, Town Manager

Subject: Debrief on Paradise Park Workforce Rental Housing Lottery of January 22, 2025

Summary: This agenda item aims to review the Paradise Park Workforce Rental Housing Lottery held on January 22, address concerns arising from the process, and identify improvements for future lotteries.

Unfortunately, an error occurred during the January 22 lottery resulting in an objection from an excluded household, necessitating a redraw and prompting significant community concerns. Town staff sincerely apologize for inadvertently omitting a lottery ticket from the initial drawing for the two-bedroom units. This discussion will focus on identifying necessary improvements, which will be formalized in an amendment to the Affordable Housing Guidelines. Staff plan to return to the Town Council with proposed amendments to the guidelines on May 19 in advance of the next lottery for Paradise Park, aligning with an update to 2025 AMIs.

Previous Council Action: The Town updated its Affordable Housing Guidelines in November 2024 following a 1.5-year public process. The guidelines provide criteria for the qualification of tenants as well as conduct of lotteries. The guidelines are available on the Town's website: [Community Housing](#). The Town Council also held an initial debrief of the lottery on February 3. At the time, there was an objection open that has since been withdrawn, as such the Town Council did not discuss the lottery but solicited public comment about the lottery.

Background: On the evening of January 22, the Town conducted a lottery for the first nine units of the Paradise Park Workforce Rental project. The process included three separate drawings for each of the three unit types:

- Three three-bedroom units: seven households with 27 total tickets,
- A single one-bedroom unit: eight households with 26 total tickets, and
- Five two-bedroom units: 22 households with 92 total tickets.

The number of tickets each household received was based on their longevity in the local workforce, as outlined in the Affordable Housing Guidelines.

The lottery was held in the Town Council chambers with an option for participants to join via Zoom. Attendance was not mandatory—some participated in person, some online, some through a proxy and others did not attend.

At the lottery, three staff members facilitated the check-in process: Jessie Earley and Erin Ganser assisted in-person attendees, while Mel Yemma managed online participants. Each household was reviewed for their assigned number of tickets and confirmed for the relevant drawings. Raffle tickets were used, with staff splitting the double strips so each participant retained a copy. Tickets were placed into bins for the one- and three-bedroom drawings, while those for the two-bedroom drawing were set aside to ensure winners from the other lotteries were removed. Ten applicants participated in multiple lotteries.

The check-in process was challenging due to noise in the Council Chambers, making communication with online participants particularly difficult. Additionally, some attendees moved behind the dais to speak with staff and in one instance actually took control of their lottery tickets, instead of remaining in the designated public area and keeping the tickets in staff control, further complicating organization and clarity.

Erin Ganser conducted the lottery with assistance from Council Member Gabi Prochaska. As each ticket was drawn, the order was announced and displayed on a screen in the Chambers and online. All tickets were drawn to determine both the unit selection order and a waitlist in case of withdrawals or disqualifications. Between the lottery and lease-up, participants complete a background check and provide a security deposit. Withdrawals do happen, necessitating the need for a waitlist.

Every single ticket is pulled in each lottery to ensure all tickets were accounted for and all households were placed on the waitlist. Because households with multiple tickets continued to have their tickets drawn throughout the process, the process was somewhat lengthy. Tickets were placed on labeled sheets next to participants' names, enabling efficient post-lottery verification. After each drawing, Erin and Gabi audited the results by counting tickets and confirming that all were correctly included.

The three-bedroom and one-bedroom lotteries proceeded without issue. Before the two-bedroom drawing, tickets for households that had already secured units were removed. However, toward the end of the two-bedroom lottery, a participant raised an objection as their name had not been called. Upon review in the post lottery audit, Erin and Gabi confirmed that this participant's ticket had been mistakenly excluded. A search revealed the missing ticket at the end of a table near another bin.

Erin immediately announced that the drawing was invalid and would need to be redone. The second drawing followed the same procedure, ensuring all tickets were included. Unfortunately, a household that had originally won a unit in the first drawing did not win in the redraw but had left the building prior to completion of the audit. Erin called them as soon as the audit was complete.

Video recording of the lottery can be viewed here: [video1834652073.mp4](https://www.youtube.com/watch?v=video1834652073)

Discussion: From this lottery experience, it is clear that the pre-lottery check-in process was not sufficiently rigorous. Staff have identified several improvements to enhance the check-in process, minimize handling of tickets, and better manage participant involvement. These proposed changes are described below for Council to discuss and consider.

Historically and under the guidelines, lotteries have been used for buyer-qualified homeownership units as dictated by applicable deed restrictions. Staff employed the process for the Paradise Park

rental units to allocate these homes via lottery under the system defined in the guidelines that prioritizes longevity in the local workforce and larger households for larger units.

Issues identified and opportunities for improvement:

- **Consider a Different Lottery System:** During the lottery, staff asked participants for feedback on the pros and cons of an in-person versus a closed lottery and use of a digital drawing system.

Staff polled participants regarding the idea of a closed lottery, where there are no participants, only lottery administrators and oversight/representation from elected officials conduct the lottery using either the analog or digital process. Feedback from the community was mixed, with concerns about technology and government transparency, but appreciation for efficiency and avoiding the intensity of the in-person lottery. Conversely, there is appreciation for the in-person event to preserve Crested Butte's small-town sense of community and to keep the spotlight on the need for more housing.

Digital lotteries are a tool utilized by many Colorado housing agencies including but not limited to the Summit Combined Housing Authority, which represents seven jurisdictions, Aspen-Pitkin Combined Housing Authority, as well as all agencies that manage housing choice vouchers (Section 8) throughout the country. Other agencies have continued to work with analogue systems due to community concerns about transparency. Feedback was split again. Some participants favored a digital system with the intent of reducing the possibility of mistakes, expediting the process, and reducing potential for impartiality. Others indicated a distrust of technology and preference for greater transparency. Despite differing opinions, there was consensus that improvements could be made to the lottery process.

It should be noted that the process of qualifying for publicly funded housing and the lottery itself are intense and highly emotional. To qualify, applicants must complete a lengthy application and share tax, employment, and asset documentation, as well as

information about the make up of their household. Although in the past not all lotteries were oversubscribed, in recent years, the number of applicants is four to 25 times the number of available homes. The impacts of housing instability and insecurity run deep in the community and intensifies the lottery experience. Ensuring a transparent, well-structured, and fair lottery process is the Town's responsibility.

- Below are four potential lottery models for Council consideration:
 - **In-Person Only**
 - This approach would require all participants to attend in person, with the option to discuss whether attendance should be mandatory or if proxies would be allowed.
 - Process improvements could include using a more structured lottery system, such as a bingo ball machine instead of raffle tickets, not using a double set of lottery tickets that is split in half for the participant to have a record, or using a digital tool displayed on-screen in the Council Chambers.
 - Requiring in-person attendance ensures transparency, as all participants would witness the process firsthand, potentially reducing confusion or

misinformation. Additionally, in-person events allow for effective translation services to be available to participants.

- However, requiring in-person attendance may be challenging for some applicants who have work or family conflicts, who may be facing life challenges that inhibit their ability to participate, those who are trying to remove themselves from challenging living situations, or those trying to remove themselves from challenging living situations.

○ **Hybrid (In-Person & Virtual Participation)**

- This option allows both in-person and virtual participation. To improve the check-in process, virtual participants could be verified in a separate room through a designated staff member using headphones to minimize background noise and disruption
- A benefit of the hybrid model is that it accommodates those unable to attend in person or those who prefer or benefit from a degree of privacy.
- Drawbacks include the possibility of online participants missing key moments due to internet connectivity issues or difficulty following the process remotely. Additionally, it is difficult to provide effective translation services in a hybrid environment.
- Similar to the in-person model, Council may consider whether attendance (or the use of proxies) should be required.

- **Online-Only**
 - This approach would utilize a digital lottery system, either purchased or managed by a third-party administrator, without in-person participation. Although an analogue process could also be employed with an online only participation model.
 - A key advantage is there are fewer human contact points in the system, reducing potential for error, and it addresses concerns around impartiality.
 - However, some community members expressed concerns about the lack of personalization, as well as limited trust in digital systems and the Town.
- **Closed Lottery**
 - A closed lottery would be administered by staff (or GVRHA) with oversight/participation by at least one elected official. Results would be shared with applicants after the drawing. This format could use a digital or analogue approach.
 - While this approach minimizes the opportunity for human error and avoids the stress of attending and complications of administering a public lottery event, it also removes the transparency and communal aspect that some participants value.
 - This option could provide the most privacy for lottery participants during what can be a stressful and emotional process, particularly for those who may be trying to remove themselves from challenging living situations.
- Each option presents trade-offs between transparency, efficiency, privacy, and community engagement. The table below ranks the impact to these considerations by process type. Staff seek Council's direction on the preferred approach moving forward.

Considerations	In-Person Only	Hybrid	Online Only	Closed
Participant Privacy	Low	Medium	Medium	High
Transparency	High	Medium	Medium	Low
Scheduling Flexibility	Low	Medium	Medium	High
Translation Efficiency	High	Low	Medium	N/A
Room for Human Error	High	Highest	Medium	Low

- **Enhance Check-In Procedures:** Staff recommend that one staff member would direct traffic and crowd control, guiding participants in an orderly fashion to check-in and take their seats. Additionally, the check in process should be limited to a single staff person for in person check-in and to another for online check-in. While this approach will slow the process, it will reduce the number of people handling tickets, minimize interruptions, and improve accuracy. Additionally, online check-in can be improved by conducting the check-in in a separate room to reduce background noise, confusion, and interruptions.
- **Conduct a Pre- Lottery Ticket Audit in Addition to the Post-Lottery Audit:** In addition to confirming ticket numbers at check-in, staff recommend conducting an additional audit before each drawing. This process would involve publicly announcing each participant's name or applicant number, verifying their ticket allocation, and visibly placing tickets into the hopper in full view of the seated audience. If using a digital format, a similar pre-lottery

review process would be beneficial. Although this step will lengthen the event, it will significantly enhance transparency and ensure all tickets are properly accounted for.

- **Clarify Objection Process:** Staff recommend refining and clearly communicating the objection process to ensure participants understand that unit selection order is not final until the objection period concludes. This includes clarifying the two distinct objection periods:
 - **Pre-Lottery Objection Period:** Allows individuals or households to challenge their assigned number of tickets based on their qualifications before the lottery is conducted.
 - **Post-Lottery Objection Period:** Provides a window for participants to raise concerns about how the lottery was conducted. Staff recommend specifying in the guidelines what constitutes a valid objection. For example, a valid objection might involve a ticketing discrepancy or procedural error, while an invalid objection might stem from dissatisfaction with the results.
- **Additional Improvements:** Staff welcome additional feedback from Council, participants, and the public to improve the lottery process. Recognizing that the previous lottery did not meet the Town's intended standards, staff are committed to making necessary improvements to ensure fairness, transparency, and trust in future lotteries.

Next Steps: Update Affordable Housing Guidelines: Staff will incorporate feedback from this meeting to propose amendments to the Affordable Housing Guidelines, providing greater clarity on lottery procedures and improving overall processes. The proposed amendments will be presented on May 19th in advance of the next lottery, aligning with the scheduled update to the 2025 AMIs issued by HUD.

The allocation of publicly funded housing is a deeply personal matter for applicants but also maintains an obligation to transparency. Administering this process requires staff to walk a fine line between the two. This balance coupled with the trauma of housing instability and insecurity has the potential to create a caustic environment. Staff regret the personal attacks that have arisen among lottery participants and members of the public about qualifications or motives of lottery participants and remain committed to providing clear information to help all applicants through the process.

Next Steps for Paradise Park: The Paradise Park project has three phases of completion. The next phase includes two, two-bedroom units, which will be finished this summer. The final phase includes a triplex with a one-, two- and three-bedroom unit that will be finished around year end. A lottery will be held for each of these phases, incorporating the improvements identified at this discussion. Each lottery will re-establish the waitlist for the size units included in the lottery.

Vacancies will be filled from the waitlist established in the drawing order at the previous lottery for the specific unit type. The drawing order established at the final lottery (year end 2025) will be the waitlist which applicants will be pulled from to fill future vacancies. The waitlist will be purged routinely to remove parties that are no longer interested. Over time, staff will evaluate whether the list should be fully purged, and applications reopened to repopulate the waitlist.

Legal Review: The Town Attorney has been informed of the situation and is up to speed on what occurred and relevant documentation and has begun assisting with identifying amendments to the Affordable Housing Guidelines.

Recommendations: Council members should review and debrief the January 22 lottery, discussing the identified issues and proposed improvements. Based on this discussion, Council should provide recommendations for further enhancements to ensure a clearer, fairer, and more transparent lottery process moving forward.



Staff Report

March 3, 2025

To: Mayor and Town Council

Prepared By: Dannah Leeman Gore, Sustainability Coordinator

Thru: Gunnison County Electric Association (GCEA)

Subject: GCEA Oh Be Joyful Solar Array Project Updates

Summary:

The purpose of this presentation is for GCEA to provide project updates to the Crested Butte Town Council on the Oh Be Joyful Community Solar Array (OBJ) and to inquire about the Town's commitment to be purchasers of renewable energy credits (RECs) from this community solar garden.

Background:

The Town's partnership with GCEA's OBJ project (formerly known as Sunshine Park or Avalanche Park) stems from the 2019 Climate Action Plan's renewable energy strategies:

- Purchase renewable energy certificates (RECs) for the community
- Construct a local, utility-scale solar array

See page 18 of the 2019 Climate Action Plan (attached) for more plan details. With this plan, the Town committed to supporting GCEA's construction of a 1.1 MW Solar Array and subscribing to the RECs from the community solar garden once completed. Staff have been collaborating with GCEA and the project contractor, Outshine Solar, over the last 5-6 years to identify a suitable parcel and implement the project's construction. The project has been slow to implement because of siting and permitting delays and financial uncertainties. GCEA, however, has been negotiating with Outshine Solar to move the project forward and make the project financially viable. GCEA will present on OBJs updated project details in light of recent developments with the Outshine Solar and the federal administration change. See the attached memo from GCEA that outlines the project's development history.

Climate Impact:

At the outset of this project, the Town intended to purchase enough RECs through OBJ to offset 100% of the Town's electricity use. Based on the Town's 2022 GHG Emissions Inventory, this could offset 800 MT CO₂e of municipal emissions (44% of total town emissions, 3% of total community emissions). Note that renewable energy credits do not **reduce the production of emissions**, but they do compensate for emissions created from Town energy consumption.

Financial Impact

To date, the Town has contributed staff time, attorney fees for lease negotiations, and an Avalanche Hazard Analysis at the cost of \$7,800 to this project. The Town has also leased a Town-owned parcel to Outshine Solar along Hwy 135, locally known as “Avalanche Park” [map attached and property photo included below (fig. 1)].

2020 projections estimated that the Town could expect to pay between \$5,300 - \$21,000 annually to offset 100% of the Town’s electricity use, or an additional 25% of Town electricity costs. Current projections from GCEA estimate that the cost of purchasing RECs to offset 100% of Town’s electricity use to be \$33,803.53 annually in addition to base electricity costs. **Table 1** shows the Town’s electricity costs for municipal operations from 2022-2024 for context. The estimated annual cost per metric ton of carbon dioxide equivalent off set (\$/MT CO₂e) on this project at current proposed pricing is \$43/MT CO₂e annually. GCEA has stated that the price per kWh for RECs will not change over time. They also noted, however, due to the federal administration’s repeal of certain tax credits, significant financial uncertainties will occur beginning in 2026. GCEA will provide additional cost information during their presentation.

Table 1. Annual utility costs for the Town of Crested Butte (2022-2024)

Year	Total annual electricity costs paid to GCEA
2022	\$140,266.88
2023	\$149,556.04
2024	\$173,105.90

Figure 1. Avalanche Park. Viewpoint is from the south side of the property facing north towards the Gunnison County Public Works Facility. Hwy 135 is to the right of the photo.



Discussion

GCEA will present the status of OBJ and updated financial information to the Town.

Attachments:

- GCEA OBJ Project Memo
- Appendix A. Vicinity Map – Commercial Minor Impact Land Use Change Application
- 2019 Climate Action Plan

Oh-Be Joyful Solar Array Development History

2018

- GCEA contracts with Pivot Energy for the development of a 500kW solar array on Cold Harbour Institute property along Hwy 50, east of Gunnison
- Upon further involvement, Pivot Energy cancels contract, citing increased development costs and permitting challenges

2020

- GCEA hires solar development consultant to assess GCEA's service territory for viable solar development sites
- Viable solar development sites ranked based on:
 - land ownership
 - Interconnection capacity
 - Solar generation capacity
 - Permitting and easement challenges
 - Topography and geology
- Solar development consultant identifies and ranks 16 potential solar development sites
- Avalanche Park (now called the Oh Be Joyful site) ranks 6th best of 16
- Other, preferable sites are pursued via landowner communications/negotiations
- No other sites are deemed viable after communications/negotiations
- GCEA (with the Town of Crested Butte's consent) releases an RFP for solar development at the OBJ site
- GCEA receives six solar development proposals from five Colorado solar developers
- Outshine Energy chosen, with the lowest initial bid price
- Initial bids ranged from \$.048/kWh to \$.101/kWh

2021

- Outshine Energy completes detailed site analysis engineering design
- Site's avalanche hazard assessment report is revised
- Outshine Energy notifies GCEA that it cannot develop site for initial bid price (\$.048/kWh)

2022

- GCEA and Outshine Energy negotiate and sign a PPA for \$.068/kWh
- Outshine Energy and Town of Crested Butte negotiate and sign lease agreement for the Oh Be Joyful site
- GCEA creates the PowerWise Pledge program to help offset the added expense of developing local renewable energy resources
- GCEA pursues REC purchase agreements with environmentally engaged organizations throughout the north valley

2023

- GCEA secures written or verbal agreements for 85% of the RECs available from the OBJ array
- Outshine Energy unsuccessfully pursues grants and forgivable loans for the array's financing

2024

- Outshine Energy completes required System Impact Study for OBJ development
- GCEA receives required Tri-State BP 115 permit approval
- Outshine Energy completes required Gunnison County Minor Land Use Change permit application process
- Outshine Energy notifies GCEA that they cannot secure required financing for development
- GCEA reassesses development, with GCEA as the financier and owner of the project
- GCEA and Outshine Energy collaborate to complete onsite geotechnical study of OBJ site

2025

- Outshine Energy receives revised construction bids from six solar developers
- GCEA reaffirms REC purchase commitments
- Outshine Energy commits to finalizing negotiations with construction contractor



EVS, INC.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952-646-0236
www.evs-eng.com

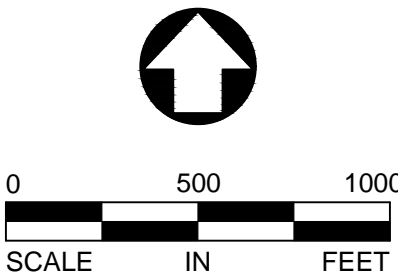
PROJECT

GVS, LLC

LOCATION

38.859556,-106.972417
GUNNISON COUNTY, CO
SUBMITTAL
MINOR IMPACT LAND
USE CHANGE -
COMMERCIAL

SCALE



#	DATE	DESCRIPTION

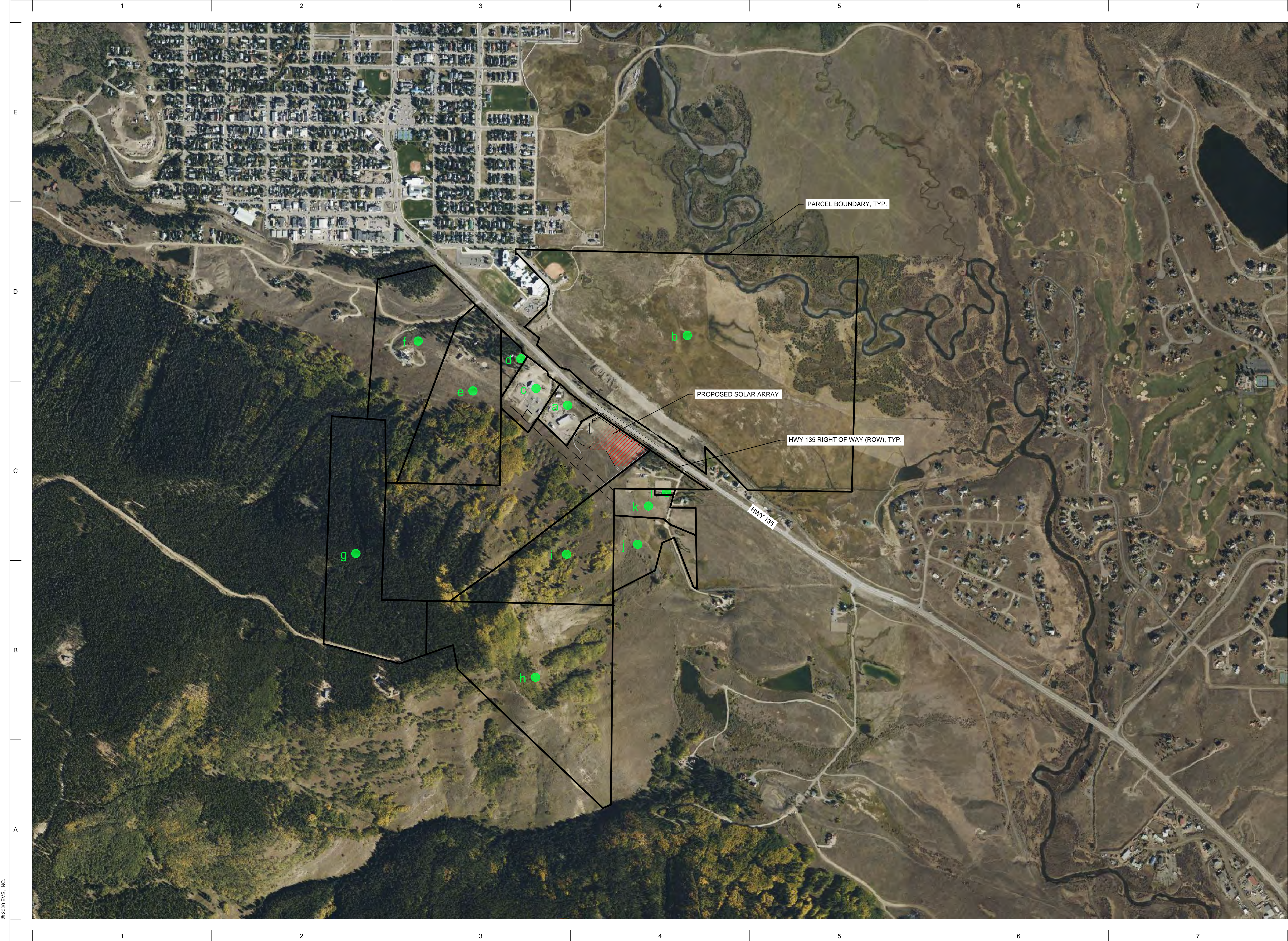
PROFESSIONAL CERTIFICATION

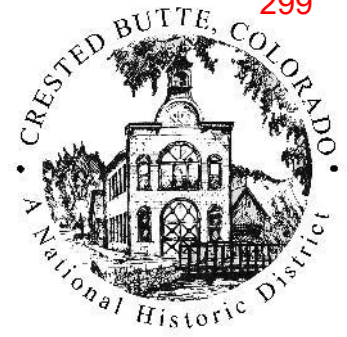
I HEREBY CERTIFY THAT THE PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER OR UNDER THE LAWS OF THE STATE OF MINNESOTA.

DRAWN BY	CHECKED BY
CL	ST
DATE	PROJECT #
2023.04.21	2020-184.1

SHEET NAME
SITE VICINITY MAP

SHEET NUMBER
E-101-01





CRESTED BUTTE CLIMATE ACTION PLAN



Photo: Lydia Stern

December 2019

A COMMUNITY CALL TO ACTION FROM THE MAYOR



Photo: Lydia Stern

To Our Community,

The Crested Butte Climate Action Plan details the Town of Crested Butte's commitment to taking action on climate change, by identifying aggressive greenhouse gas emissions goals and laying out implementation plans to make these targets a reality. While the actions of the Town will not change the global tide of climate change, the Town plans to be a leader by demonstrating how our local actions can have global impacts. For example, as we begin working towards installing local renewable energy generation projects, in the meantime, the Town will purchase renewable energy credits for every meter in town in 2020 to demonstrate to our energy provider the community's commitment to supporting their efforts around transitioning to renewables. This is our first step of many, including implementing additional climate related policies and projects that you'll learn about in this plan.

To achieve our goals, our community will need to work together through innovation, breaking down barriers, and igniting change across the State of Colorado, across the United States, and across the world. As a local government, by implementing this plan with new projects, policies, and investments in green infrastructure, we will provide our community with the tools to effect change and inspire local action.

However, the Town cannot act alone. In the end, our success will be defined by the passion of our community. The daily actions taken by our citizens will begin to reshape the global conversation and economy around climate change. Riding our bikes, taking the bus, opting into community solar gardens, energy retrofitting our homes, rethinking our diets, reducing our consumption (not just recycling), and making simple day to day life choices will define our success and demonstrate our commitment.

We are calling on our community to take action with us. By supporting this Climate Action Plan and considering individual changes to our lifestyles, we will, together, act locally, think globally, and ignite change!



Please Join Us,

Jim Schmidt, *Mayor of Crested Butte*

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INTRODUCTION



As a mountain town dependent on snowpack and a thriving outdoor recreation and tourism-based economy, the Crested Butte community views climate change as one of the most important issues facing the Town of Crested Butte (Town) today. Guided by the value of embracing resource efficiency and environmental stewardship, the Crested Butte Town Council set a 5-year goal in 2018 to reduce greenhouse gas (GHG) emissions from the Town's operations by 50% and reduce community GHG emissions by 25%, versus 2017 levels. As its first step, the Town launched the development of a new Climate Action Plan (CAP) in May 2019 to create a roadmap for establishing goals, projects, policies, and implementation strategies to meet this aggressive goal. This CAP focuses on reducing GHG emissions in the community, while keeping in mind specific measures that the Town can take to additionally reduce its municipal footprint.

The Town has a long history of environmental stewardship and climate action, including, but not limited to:

- Conserving open space in the northern Gunnison Valley
- Promoting electric vehicle (EV) use for Town operations
- Retrofitting Town buildings for energy efficiency considerations
- Updating building codes to increase energy efficiency in the built environment
- Increasing the diversion rate of the waste stream
- Promoting solar installations through multiple avenues

In 2017, the Town worked with the CS2I Lab at Western Colorado University (WCU) to develop an energy, materials, and GHG inventory, which provides a baseline for measuring the Town's progress at reducing future emissions. It also breaks out emissions by sector (e.g., transportation, buildings), revealing where it has the greatest potential for GHG reduction.

At commencement of the CAP process, the Town convened 13 stakeholders representing various local and regional entities and community representatives as part of the CAP committee to ensure comprehensive data collection, broad community support, and aligned and actionable outcomes. While this CAP is specific to the Town and community of Crested Butte, the Town recognizes that strong regional partnerships are critical for implementation. The stakeholders met monthly both as a whole and in subcommittees from July through September to identify GHG reduction strategies with the most potential and to develop implementation plans for each strategy. Stakeholders also met with community residents, businesses, and interested organizations from July through September to discuss the implementation strategies and gain feedback before finalizing the plan.



Photo: Lydia Stern

“We see global warming not as an inevitability but as an invitation to build, innovate, and effect change, a pathway that awakens creativity, compassion, and genius. This is not a liberal agenda, nor is it a conservative one. **This is the human agenda.”**

- Paul Hawken

INTRODUCTION



The Town Council set a 5-year goal in 2018 to reduce GHG emissions from the Town's operations by 50% and reduce community GHG emissions by 25%, versus 2017 levels.

Crested Butte's 5-year commitment is ambitious, but it's just the beginning. The Town is unique in its exclusive mountain location and as a vacation destination with a large second homeowner population. These characteristics also pose GHG reduction hurdles that towns and cities across the US and even other less remote mountain towns do not face. These hurdles include the cost and availability of renewable energy solutions, extreme heating costs due to the high altitude climate, and the Town's designation as a National Historic District (which can limit building efficiency). Working towards meeting the Town's 5-year goals will require a renewed focus on the big opportunities available and an innovative eye to what can be accomplished in a very short time given the unique environment. The biggest opportunities for Crested Butte include the following:

- Increasing renewable energy use
- Increasing the efficiency in new and renovated buildings
- Decreasing single-occupancy vehicle use

While determined to not be a large GHG emissions source within the Town itself, the CAP committee additionally included strategies for waste reduction in this plan.

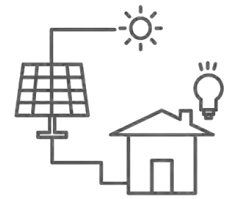
These opportunities are discussed in detail in this document, which includes the following:

- An overview of Crested Butte's GHG emissions opportunities, summarizing the GHG inventory and identifying priority reduction opportunities
- A description of the actions the Town will take to reduce GHG emissions
- A measurement & verification (M&V) checklist to help the Town track progress in implementing the CAP

The Town is committed to achieving results and inspiring action in Crested Butte while collaborating with partners across the region, and building a powerful coalition of people who work on climate change mitigation. While this CAP is the Town's first immediate step toward significantly reducing its GHG emissions in 5 years, the Town is committed to joining the Mountain Towns 2030 commitment by working with the community and other similar mountain towns to achieve 100% renewable electricity for the Town and net-zero carbon emissions as quickly as possible, and by no later than 2030. After beginning implementation of this CAP, the Town is looking forward to initiating discussions on additional challenges relating to carbon sequestration, water quantity and quality, food production, impacts from tourism, and more.

Biggest Opportunities

Increasing renewable energy use



Increasing the efficiency in new and renovated buildings



Decreasing single-occupancy vehicle use

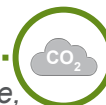


GHG EMISSIONS OPPORTUNITIES



In Crested Butte, the biggest opportunities for GHG reduction exist in the residential/commercial buildings and transportation sectors.

GHG EMISSIONS OPPORTUNITIES

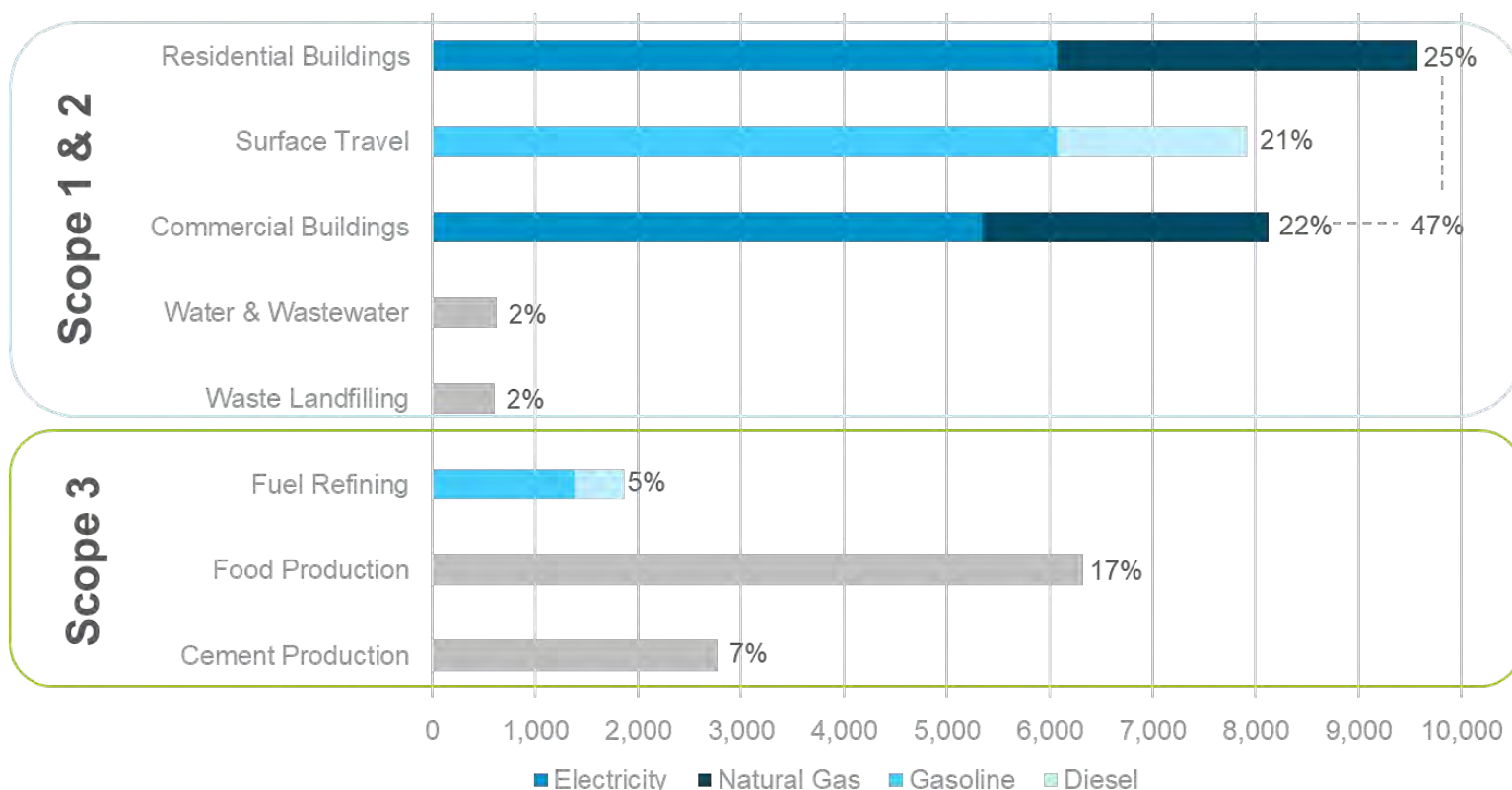


In June 2018, in coordination with Western Colorado University, the Town completed the *Town of Crested Butte, Colorado Energy, Materials, and Greenhouse Gas Emissions Inventory: 2017 Baseline & 2030 Forecast (GHG inventory)*. This GHG inventory calculates GHG emissions for in-boundary activities (scope 1 and 2), which the report defines as the emissions from buildings, surface travel, waste landfilling, and water and wastewater electricity. The GHG inventory also identifies Crested Butte's GHG footprint, which includes out-of-bounds emissions (scope 3) from fuel refining for transportation, cement production, and food production.

The GHG inventory utilized a variety of data to calculate GHG emissions, including utility data from Gunnison County Electric Association (GCEA) and Atmos Energy, tons of waste landfilled from Waste Management, as well as estimated data including VMT (vehicle miles traveled) from the Federal Highway Administration. Overall, the GHG inventory provides the Town with a broad picture of which sectors to focus our efforts in for this CAP, while providing baseline GHG estimates to help the Town track its progress toward its goals.

The report estimates total in-boundary emissions for Crested Butte at 26,838 mt CO_{2e} for the 2017 baseline year. These emissions, measured in CO_{2e}, capture six GHGs: CO₂, CH₄, N₂O, HFCs, PFCs, and F₆. These emissions come from five sectors, the largest of which is residential buildings, accounting for 25% of the Town's baseline. In 2017, residential buildings accounted for 8,697,045 kWh electricity use (average of 670 kWh per household per month) and 659,490 therms of natural gas use (average of 51 therms per household per month).

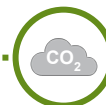
For the purpose of this CAP, only scope 1 and 2 emissions from the GHG inventory are considered, as the Town has the greatest control over these emissions. However, as the Town progresses in its climate action goals, scope 3 emissions will present a challenging opportunity to identify emissions reduction opportunities relating to the critical issues of food production, tourism, infrastructure/building materials, and more.



Source: Town of Crested Butte, Colorado Energy, Materials, and Greenhouse Gas Emissions Inventory: 2017 Baseline & 2030 Forecast, Center for Environment and Sustainability Community Solutions Incubation+Innovation (CS2I) Lab, Western Colorado University, June 2018.

During the CAP process GCEA realized it overestimated the residential and commercial GHG numbers it provided for the GHG emissions inventory. Navigant calculated updated numbers based on the new data from GCEA. The graphic above depicts the new numbers and the estimated GHG reduction potential of each mitigation strategy in this Plan is based on the new numbers.

GHG EMISSIONS OPPORTUNITIES



The GHG inventory also projects scope 1 & 2 emissions for the Town for the year 2030. Driven by changes in population, job growth, and decreased GHG intensity for electricity, the forecast anticipates how emissions will change in a business-as-usual scenario. The majority of sectors will experience an increase in overall emissions. Emissions from commercial buildings, surface travel, and landfilling will grow in response to a rising population and larger workforce. Residential buildings, however, will experience a modest 2% decrease in emissions, driven by the expected drop in electricity emissions intensity as a result of a greener electricity supply. Water and Wastewater emissions also decline, again as a result of reduced emissions per kilowatt-hour from the Gunnison County Electric Association (GCEA).

Sector	2017 Emissions (mt CO _{2e})	2030 Emissions (mt CO _{2e})	Percent Change
Residential Buildings	9,575	9,368	-2.2%
Commercial Buildings	8,128	8,577	5.5%
Surface Travel	7,915	9,720	22.8%
Water and Wastewater	620	531	-14.4%
Landfilling	600	714	19%
Total	26,838	28,910	7.7%

Source: Town of Crested Butte, Colorado Energy, Materials, and Greenhouse Gas Emissions Inventory: 2017 Baseline & 2030 Forecast, Center for Environment and Sustainability Community Solutions Incubation+Innovation (CS2I) Lab, Western Colorado University, June 2018.

During the CAP process GCEA realized it overestimated the residential and commercial GHG numbers it provided for the GHG emissions inventory. Navigant calculated updated numbers based on the new data from GCEA. The table above depicts the new numbers.



Photo: Lydia Stern

GHG EMISSIONS OPPORTUNITIES



Based on the GHG inventory, Navigant modeled GHG reduction estimations for the implementation strategies identified in this CAP. However, the Town and Navigant recognize that while the inventory serves as a useful platform to build the 2019 CAP, it also highlights opportunities for improved data collection and metric tracking. Crested Butte is a small town with a unique climate, economy, and culture, and it is not easily modeled with generic national or state data.

There are several areas of improvement for the Town to consider, including the following:

Building Energy Use Assessment: Conducting a Town-led study of energy use in the buildings sector will provide a better understanding of emissions based on building type and end-use. This data can then be used to inform building code updates and channel resources for deep energy retrofits toward the highest impact measures.

Transportation Study: The current GHG inventory uses national, state, and county data to predict vehicle type, total miles travelled, and fuel economy for the Town. Additionally, it does not account for non-single occupancy vehicle (SOV) use, including walking, biking, carpools, and public transportation. A commuter study of the Town, augmented by DMV data specific to Crested Butte, will serve to refine these estimates where they may not align with broader datasets. Specifically:

- Average vehicle miles travelled (VMT) per person: Crested Butte's seasonal economy sees employees commuting from outside the Town limits, and may limit the applicability of VMT data at the county level.
- Vehicle fleet characteristics: As a mountain town with snowy roads and popular outdoor recreation, residents likely require different vehicles than the average driver, affecting estimates for fuel economy. Collecting data on vehicle age will provide better insight into vehicle fleet turnover and the potential for increased EV penetration. Finally, understanding the current number of EVs in the Town will provide a critical baseline against which to benchmark strategies promoting EV adoption. These characteristics can be aggregated at the Town level through coordination with the DMV.
- Non-SOV transportation trends: In order to track the progress toward reducing SOV use and promoting alternative modes of transportation, the current commuting and transportation trends of Crested Butte residents must be understood. Examples include creating a baseline for public transportation ridership, calculating the percentage of residents that currently use alternative transportation, and understanding the motivations for those that do not.

Renewable Energy Inventory: Establishing the current rate of solar installation or other local renewable energy generation, will assist the Town in measuring its progress transitioning residents from renewable energy credits (RECs) to local renewable energy generation.

By no means an exhaustive list, this recommended data will enable the Town to develop more nuanced insights into its emissions sources and will provide a strong foundation for critical metrics to accurately track progress toward the Town's current and future climate goals.

Areas of Improvement

Building Energy Use Assessment



Transportation Study



Renewable Energy Inventory



IMPLEMENTATION PLANS



Reducing GHG emissions by implementing the strategies in this CAP will take collaboration with the community, as well as neighboring municipalities and regional organizations. Each strategy is described in detail in the following pages and contains activities that the Town and other organizations will lead.

BUILDING ENERGY USE



Global and statewide perspectives

Global

Buildings consume on average more energy than any other feature of city or town life, meaning they are among the major contributors to climate change. Buildings have an average lifespan of over 40 years. Looking ahead to the cities and towns of 2050—with hundreds of millions more urban citizens—the decisions made today by mayors, architects, and developers all over the world will have a considerable impact on the future climate.

To deliver on the goals of the Paris Agreement on climate change and mitigate global warming requires urgent action. Going forward, new buildings will need to be net-zero carbon, operating at high levels of energy efficiency and using on and offsite clean energy to meet remaining energy needs. This dictates that most existing buildings must be retrofitted to use significantly less energy and to rely on clean energy supplies.

The strategies to reducing GHG emissions from buildings need to be applied to all buildings, both new and existing. There is not one solution to reducing building energy use. The challenges to expedient solution implementation are colossal, requiring rapid mobilization of supply chains, finance, citizen engagement, building energy use data gathering and reporting, and appropriate planning and building standards enforcement.



Photo: Lydia Stern

Colorado

At the state level, the Colorado Energy Office has enacted new building code policy and offers financial assistance for contractors, homeowners, municipalities, and schools.

House Bill 19-1260 updated the 2007 state law that established a minimum building energy code. Effective August 2, 2019, the law requires local jurisdictions in Colorado to adopt and enforce one of the three most recent versions of the **International Energy Conservation Code (IECC)** upon updating any other building code.

Colorado Commercial Property Assessed Clean Energy (C-PACE) is a financing tool that allows commercial and multifamily property owners to finance qualifying energy efficiency, water conservation, and other clean energy improvements on existing and newly constructed properties, with repayment of the financing through a voluntary assessment on their property tax bill.

The **Colorado RENU Loan** is a statewide residential loan program sponsored by the Colorado Energy Office in partnership with Elevations Credit Union. It makes home energy upgrades easy and affordable by offering low cost, long-term financing for energy efficiency and renewable energy improvements.

The **Energy Savings for Schools (ESS) program** provides technical resources for rural and low-income schools across Colorado to achieve measurable savings and create sustainable energy programs. ESS helps schools implement energy efficiency measures and leverage low to no-cost options to pay for upgrades that yield long-term benefits.

Energy Performance Contracts (EPC) allow facility owners to partner with an energy service company (ESCO) to pay for today's facility upgrades with tomorrow's energy savings—without tapping into capital budgets. Since Colorado first established its EPC program in the 1990s, over 152 public jurisdictions have worked with an ESCO to identify nearly \$35 million in annual utility savings through a technical energy audit. The Town is currently participating in this program with Johnson Controls, Inc. as the selected ESCO.

BUILDING ENERGY USE

Implementation Strategies



Photo: Lydia Stern

Adopt consistent, countywide above-building-code standards.

The Town will collaborate with Gunnison County, Town of Mt. Crested Butte, and the City of Gunnison to determine countywide, above-building-code or net-zero standards for new buildings in regards to energy efficiency and on-site renewable energy generation.

Mandate building automation technology for commercial and residential buildings.

The Town and the Crested Butte Chamber of Commerce will first incentivize short-term rentals and seasonal business owners to install building automation technology and then enact future policy to require building automation technology for all commercial and residential buildings.

Drive and support deep energy retrofits for existing buildings.

The Town will undertake several initiatives to support deep energy retrofits of existing residential and commercial buildings, including retrofitting municipal buildings, benchmarking requirements for residential and commercial buildings, and energy efficiency incentive programs.

In addition to the Town's actions, local organizations will support this effort with community education and outreach.

BUILDING ENERGY USE



Adopt consistent, countywide, above-building-code standards for new construction

700 mtCO₂e
reduced

\$\$

Adopting net-zero building codes for residential and commercial buildings will reduce GHG by 700 mtCO₂e if 10% of Crested Butte buildings are net-zero by 2030.

Activity	Target Date	Resources	Lead Organization
Review current Town building code requirements to determine immediate opportunities for increased building efficiency.	Winter and Spring 2020	The Town already has a Renewable Energy Mitigation Program, which requires on-site renewable energy generation or payment in lieu for outdoor heating installations. As the Town works towards adopting above-building-code standards, the Town will review its current code to determine changes to implement, such as not allowing outdoor heating.	Town of Crested Butte
Convene a working group to discuss and plan for the potential of moving toward net-zero building codes or above current-code requirements.	Winter 2021	Municipal and county community development and building departments, contractors, builders, engineers, etc.	One Valley Leadership Council, Town of Crested Butte
Set above-building-code or net-zero standards.	Spring 2022	Municipal and county community development and building departments, contractors, builders, engineers, etc.	Town of Crested Butte
Stay apprised of electric heating systems technology (including cost and efficiency in high-altitude climates) and consider working towards a building electrification policy.	Ongoing	As the electrical grid is anticipated to utilize more renewable energy sources, many jurisdictions are considering beneficial electrification, which is a term for replacing direct fossil fuel use with electricity in a way that reduces overall emissions and energy costs. While electric heating systems are currently questioned as far as efficiency for a high-altitude climate like Crested Butte, as technology evolves, the Town could consider a building electrification policy to require all new construction to be electric, as the Town works to greening its electrical grid.	Town of Crested Butte



Net-Zero Buildings

Net-zero buildings are utility grid connected homes that are designed and operated so efficiently that they are able to produce as much energy as they need to operate on an annual basis with clean, renewable energy. Net-zero buildings are more comfortable and healthy due to passive design strategies such as natural ventilation and daylighting, and they have lower operational and maintenance costs and reduce emissions.

BUILDING ENERGY USE



Mandate building automation technology for commercial and residential buildings

400 mtCO₂e
reduced

\$

Technology such as building automation and smart thermostats save between 10% and 20% of a building's energy use. If all homes and businesses in Crested Butte are required to implement building automation technology, by 2030 the Town will save roughly 400 mtCO₂e.

Activity	Target Date	Resources	Lead Organization
Determine the most feasible building automation, sleep mode, and/or smart thermostat technologies to use in Crested Butte, including cost.	Winter 2020	As many different homes and buildings utilize different heating sources, the Town will need to determine different building automation technologies that will increase energy efficiency for a variety of heating systems.	Town of Crested Butte
Research best practices for policy requirements	Winter 2020	Develop a process and timeline for compliance	Town of Crested Butte
Discuss and determine rebate opportunities for building automation technologies.	Winter 2020	Town will discuss the rebate possibilities with GCEA and Atmos Energy	Town of Crested Butte, GCEA, Atmos Energy
Incentivize businesses and short-term rental properties to install building automation and smart thermostat technology.	Spring 2020	Crested Butte/Mt. Crested Butte Chamber of Commerce support.	Town of Crested Butte
Enact policy requiring all short-term rental and commercial buildings install building automation technology.	Fall 2020-Winter 2021	Include building automation technology for short-term rental license requirements (which are up for renewal in 2021)	Town of Crested Butte
Initiate inspection period to ensure all buildings are in compliance.	Winter 2022	Once all short-term rental and commercial buildings are in compliance, develop policy to require building automation technology for all residential buildings	Town of Crested Butte



Building Automation Technology

Building automation technologies control when lighting or HVAC systems are switched on and off. Once installed, these technologies can create a fixed schedule or a limited interval to help optimize how and when energy is used in residences and businesses.



Utility Rebates

Installing controls and building automation may include an upfront cost, but they also provide energy savings that make up for that cost over time. Initial investments are returned within 2-3 years and offer yearly cost savings.

In addition to these savings over time, many utilities offer businesses and homeowners rebates for purchasing energy efficiency equipment such as lighting controls and smart thermostats, which can provide additional benefits including reducing electricity consumption during peak demand periods.

BUILDING ENERGY USE



Drive and support deep energy retrofits for existing buildings

2,700 mtCO₂e
reduced

\$\$\$

If half of all residential and commercial buildings receive a deep energy retrofit (~30% energy savings) by 2030, Crested Butte will reduce emissions by 2,700 mtCO₂e.

Activity	Target Date	Resources	Lead Organization
Conduct Investment Grade Audit of Town municipal facilities and complete retrofitting through an Energy Performance Contract	Fall 2019-Summer 2022	Johnson Controls EPC; Colorado Energy Office support, state and federal grant programs	Town of Crested Butte
Have discussions with GV-Heat to brainstorm ways to increase the utilization of the program in the northern Gunnison Valley and about offering financial incentives to cover the cost of the energy assessment and measure installation (i.e., grants and rebates, tax incentives, green mortgages, loans).	Winter 2020	GV-Heat	Town of Crested Butte
Educate the community about existing programs and rebate opportunities for residential (including short-term rentals) and commercial buildings.	Winter 2020	GCEA, Atmos Energy, GV-Heat, marketing and outreach funding	Sustainable Crested Butte
Increase outreach and targeting of energy efficiency programs that make energy use data more available to building owners (i.e. GCEA SmartHub)	Summer 2020	Support from Town of Crested Butte	GCEA
Engage building owners, managers, and occupants to help brainstorm actions to meet the Town's GHG reduction goal (i.e., green leases, green building rating and certification, competitions, strategic energy management).	Fall 2020	Building owners, managers, and occupants	Town of Crested Butte
Launch a Green INDEED program to incentivize retrofits in exchange for a permanent deed-restriction on a property.	Spring 2021	Town Council approval	Town of Crested Butte
Convene a working group of builders and contractors to discuss programming or incentive ideas to drive deep retrofits of existing buildings in the community.	Winter 2021	Building community, Community Development Department	Town of Crested Butte
Host a residential fair or showcase to provide examples of energy efficient homes and businesses while showcasing available grants and financing.	Summer 2022	Support from community businesses, homeowners, local organizations	Sustainable Crested Butte
Discuss and implement an energy benchmarking ordinance requiring commercial buildings report energy use annually.	2022	Work with regional jurisdictions and technical consultants to determine feasibility of enacting a consistent, regional benchmarking policy	Town of Crested Butte
Discuss and implement an ordinance mandating energy use disclosure at point of sale for residential homes.	2022	Work with regional jurisdictions and technical consultants to determine feasibility of enacting a consistent, regional energy disclosure policy.	Town of Crested Butte



CASE STUDY

Energiesprong: A Dutch Approach to Deep Energy Retrofits

In 2010, the Dutch government awarded a group called Energiesprong a €40 million (approximately \$50 million, at \$1.24/€) contract to develop deep energy retrofits for residential and commercial buildings in the Netherlands. Six years later, approximately 900 homes had been renovated, successfully demonstrating net-zero performance.

Energiesprong's net-zero retrofit revolution may have started in the Netherlands, but over the last 10 years it has ignited a global movement inspiring similar programs across Europe including the UK, France, Germany, and Italy. New York State Energy Research and Development Authority (NYSERDA) is now adapting Energiesprong thinking in the US with RetrofitNY.

In general, an Energiesprong renovation is financed by future energy cost savings plus the budget for planned maintenance and repairs over the coming 30 years. This allows residents to keep the same cost of living. In the case of housing associations, tenants pay the housing association an energy service plan, which is the equivalent of their previous energy supplier bill. The housing association can use this new income stream to partially fund the renovation.

Independent Energiesprong market development teams work with regulators to tune policy and regulation, and with banks to create financial arrangements to make a viable path to scale. By creating these market contexts while simultaneously brokering initial pilot projects and, subsequently, large volume retrofit deals and the momentum needed for stakeholders to act is created.

For more information, visit <https://energiesprong.org/> and <https://www.nyserda.ny.gov/All-Programs/Programs/RetrofitNY>.



GV-HEAT: A Home Energy Efficiency Program for the Gunnison Valley Community

The Gunnison Valley Regional Housing Authority manages the Gunnison Valley--Home Energy Advancement Team (GV-HEAT), which seeks to make Gunnison Valley homes more energy efficient, affordable, and safe. Through this program, the Housing Authority connects residents to a suite of programs aimed at making homes more energy efficient and comfortable. GV-HEAT administers both income-qualified and non-income qualified programs for the Gunnison Valley.

During CAP implementation, the Town hopes to work with GV-HEAT to increase the utilization of this existing program in the northern Gunnison Valley.

For more information, visit <http://gvrha.org/gv-heat/>



Photo: Lydia Stern

RENEWABLE ENERGY



Global and statewide perspectives

Global

Addressing global climate change requires the rapid adoption and efficient use of renewable energy sources. A 100% renewable energy target creates an attractive framework for towns and cities to work toward, as it represents a conscious decision to move away from fossil fuels. Several countries have already set national targets to achieve 100% renewable energy, including Costa Rica, Denmark, and Sweden, but the largest number of jurisdictions to adopt a 100% renewable target are municipalities. Cities such as Reykjavik, Iceland and Burlington, Vermont have already achieved that goal in at least one sector. Many other larger global cities have adopted a 100% renewable energy goal in one or more of the electricity, heating and cooling, or transportation sectors. Some of these cities include Vancouver, Munich, Sydney, Hamburg, San Francisco, Barcelona, San Diego, and Malmö.

Cities and towns can dramatically reduce their carbon footprint by purchasing or directly generating electricity from clean, renewable sources. The most common renewable power technologies include solar (photovoltaic, solar thermal), wind, biogas, geothermal, biomass, low impact hydroelectricity, and emerging technologies like wave and tidal power.

Municipalities can lead by example by generating energy onsite or purchasing and subscribing to renewable energy from their electric utility. Using a combination of renewable energy options can help meet local government goals, especially in some regions where availability and quality of renewable resources vary, like in Crested Butte. Options for using renewable energy include:

- **Generating renewable energy onsite** using a system or device at the location where the power is used (e.g., solar PV panels on a building).
- **Purchasing renewable energy** from an electric utility through a green pricing program, where buyers pay a small premium in exchange for electricity generated locally from green power resources.

Source: <https://www.renewablecities.ca/about-renewable-cities>

Colorado

Across the US, more than 100 cities, 10 counties, and two states have already adopted 100% clean energy goals. Six cities have already hit their targets, including the City of Aspen located near Crested Butte. *By adopting this CAP, the Town of Crested Butte is setting an additional goal of achieving 100% renewable electricity by 2030.*

Colorado is a leader in renewable energy, with investments in wind, solar, biomass, small hydroelectric, and other renewable energy resources.

Renewable Energy Standard

In 2004, Colorado passed the first voter-led Renewable Energy Standard in the nation, requiring electricity utilities to obtain a percentage of their power from renewable energy sources. The legislature has increased the minimum requirements three times since 2004, spurring the development of hundreds of new renewable energy projects across the state. In 2019, Governor Jared Polis additionally unveiled a roadmap of the state's path to 100% renewable electricity by 2040.

Solar

Colorado leads the nation with nearly 70 community solar projects in operation generating more than 50 MW, and many more in development.

Hydropower

Hydropower systems use the kinetic energy in flowing water to produce electricity or mechanical energy. There are over 60 operating hydropower facilities throughout Colorado with a combined installed capacity of 1,150 MW.

Coal Mine Methane

Coal mine methane is a gas released from coal during and after coal mining operations. As of 2015, one electricity producing coal mine methane project has been developed in Colorado, located over Kebler Pass from the Town of Crested Butte. Oxbow Mining LLC, Vessels Coal Gas, Gunnison Energy LLC, Aspen Skiing Company, and Holy Cross Energy partnered to develop the Elk Creek Mine near Somerset in Gunnison County. This project co-locates a 3 MW power plant and a thermal oxidizer that destroys the remaining methane emissions.

Wind

Wind is the fastest growing energy resource on the grid and is the predominant renewable resource in Colorado.

Source: <https://www.colorado.gov/pacific/energyoffice/renewable-energy-1>

RENEWABLE ENERGY

Implementation Strategies



8,000 mtCO₂e reduced | \$\$\$

Achieving 100% renewable electricity could account for up to 8,000 mtCO₂e reduction. The Town plans to work towards this goal through onsite solar development, community solar arrays, and investment in local renewable energy generation projects, while continuing to advocate at the state and federal level for a rapid increase in renewable energy on the grid.

Purchase renewable energy certificates (RECs) for the community. | \$\$ |

As a first step in working towards Crested Butte's renewable energy future, the Town will offset residential and commercial electricity use by purchasing RECs for 100% of Town residents and businesses through GCEA's [green power program](#). Of the purchase, 25% will be put toward a fund for future local renewable energy projects. After this one-time purchase in 2020, the Town will work with GCEA to develop an "opt-out" option to encourage residences and businesses to stay on GCEA's Green Power Program. While these RECs will not reduce carbon emissions, this is a short-term strategy to show the Town and community's commitment to purchase power from regional renewable energy sources, while the Town works to install local renewable energy generation.

Install solar on Town buildings and property. | \$\$\$ |

Because RECs do not decrease GHG emissions, the Town will lead the community in reducing GHG emissions by transitioning the Town's RECs to onsite and utility-scale renewable energy generation. The Town will install onsite renewable energy on some municipal buildings and property, starting first with the highest energy using buildings. The Town owns many buildings that they lease to community organizations and services (i.e., Center for the Arts, Old Rock Library, Stepping Stones Pre-School) and will lead by example to improve the efficiency of these buildings by adding onsite solar where feasible.

Reduce barriers for community members to access solar energy. | \$ |

The Town and GCEA will work together to expand the community solar garden to provide an affordable opportunity for community members to access solar.

Construct a local, utility-scale solar array. | \$\$\$ |

By 2022, GCEA will construct a 1 MW-1.5 MW solar array and the Town will support the construction and subscribe to renewable attributes from the array.

Support GCEA in constructing a hydro generation plant. | \$\$\$ |

By 2023, GCEA will construct a 200 kW-400 kW hydro generating facility on the Taylor River dam. The Town will support the construction and subscribe to renewable attributes from the plant.

While these strategies represent local projects that the Town and its partners will implement, the Town recognizes that achieving 100% renewable electricity will additionally require a utility-scale grid comprised of a significant majority of renewable energy sources. The Town will continue to advocate at the state and federal level for rapid increase in utility-scale renewable energy by continuing its participation in Colorado Communities for Climate Action (CC4CA).

RENEWABLE ENERGY



Purchase renewable energy certificates (RECs) for the community.

GCEA provides electricity to homes and businesses in Crested Butte. GCEA's power supplier, Tri-State Generation and Transmission, provides GCEA with 32% of its energy from renewable resources including wind, solar, and hydropower. Currently, between 60-68% of Tri-State's energy comes from fossil fuels. Locally, the Town has a few options to increase the percentage of renewable power that is electrifying homes and businesses in Crested Butte: build onsite solar; expand the community solar garden, build a large, utility-scale solar array, and develop local hydropower. Because these projects will take time to develop, in the meantime, the Town plans to purchase RECs for the entire Crested Butte community to demonstrate to our electricity provider that Crested Butte supports a transition to renewable energy.

RECs are tradable, non-tangible energy commodities in the US that represent proof that 1 MWh of electricity was generated from an eligible renewable energy resource (renewable electricity) and was fed into the shared system of power lines, which transport energy. For example, if a business purchases 7 MWh a year from GCEA—which mostly offers a mix of electricity from renewable energy and fossil fuels—and also buys five RECs, the business purchased an amount of renewable energy equal to its electricity consumption. RECs allow for purchasers to support renewable energy generation and are an alternative option when onsite or community renewables are not available. Locally, GCEA provides REC purchase opportunities to its members through their Green Power Program. In addition to the RECs, 25% of the funds collected in the Green Power Program are contributed to a local renewable energy project fund.

While RECs are not a guarantee that additional renewable energy is produced that would not have been produced otherwise and RECs will not reduce the Town's GHG emissions, purchasing RECs is a first step to better demonstrate public demand by showing Crested Butte's commitment to renewable energy, while the Town works to install local renewable energy sources.

Activity	Target Date	Resources	Lead Organization
Enroll all consumers within Town limits in GCEA's Green Power Program.	January 31, 2020		Town of Crested Butte, GCEA
Prepare monthly reports of Green Power Participation, kilowatt-hour totals and program cost. GCEA will bill the Town.	Monthly beginning in February 2020	To be completed by GCEA.	GCEA
Launch a program for consumers to contribute directly to a local energy development fund to support local renewable energy projects.	March 2020	Marketing and outreach support from Sustainable CB and a CB Community School student organization.	GCEA
Develop a plan for retaining consumer participation in the Green Power Program after the free subscription period, such as an "opt out" option. Plan should include retention goals and a plan for communicating with consumers.	March 2020	Marketing and outreach support from Sustainable CB and a CB Community School student organization.	Town of Crested Butte GCEA
Receive Town Council and GCEA Board approval of the communication and transition plan.	May 2020	Town Council and GCEA Board	Town of Crested Butte GCEA
Encourage consumers to stay on the Green Power Program after 2020. The minimal way to support renewable energy is to purchase RECs through GCEA's Green Power Program. The ability to purchase RECs is additionally important for lower income individuals and renters.	December 31, 2020	Marketing and outreach support from Sustainable CB and Crested Butte Community School students. Seek interest from other entities.	GCEA

RENEWABLE ENERGY



Install solar on Town buildings.

Activity	Target Date	Resources	Lead Organization
Identify suitable municipal buildings and properties for solar.	Fall 2019	Johnson Controls investment grade audit for Town buildings and feasibility study (in progress)	Town of Crested Butte
Seek permits and competing bids for construction of the array.	Winter 2020	Energy Performance Contract process	Town of Crested Butte
Complete permitting and construction.	2020-2023	Phased construction over several years	Town of Crested Butte



The Town is initially considering these facilities for onsite solar installation:

The Town is currently participating in the Colorado Energy Office's Energy Performance Contracting (EPC) program. The Town selected Johnson Controls, Inc. as their energy services company (ESCO) to audit and evaluate energy efficiency and renewable energy opportunities for Town facilities and fleet. The investment grade audit is occurring during the fall and winter of 2019/2020. The Town is currently analyzing the buildings and properties listed below for onsite solar potential:

- Fire Station
- Marshals' Office
- Center for the Arts
- Wastewater Treatment Plant buildings
- Public Works buildings
- Avalanche Park Property
- Slate River Annexation Property



SolSmart

The US Department of Energy Solar Energy Technologies Office funds the SolSmart national designation program recognizing local governments for spurring solar market growth. Its goal is to make it faster, easier, and more affordable to go solar. SolSmart has designated over 275 communities representing over 71 million people. The Town will consider becoming designated in this program as part of CAP implementation.



For more information, visit <https://www.solsmart.org/>.

RENEWABLE ENERGY



Reduce barriers for community members to access solar power.

Activity	Target Date	Resources	Lead Organization
Beginning in 2019, GCEA will offer customers a month to month lease option for the existing community solar option, in addition to the long-term lease already available.	Complete	The community solar garden officially sold out in October 2019.	GCEA
Prepare for the expansion of the existing community solar garden or construction of another facility.	Winter/Spring 2020	The Town will support the expansion by helping to secure a location.	GCEA, Town of Crested Butte
Construct the expansion of the community solar garden.	November 2020	Identify local contractor, secure permits. Support from Town of Crested Butte.	GCEA
Encourage consumers to subscribe to the community solar garden and achieve at least an 80% subscription rate.	January 2021	Marketing and outreach support from the Town of Crested Butte, Sustainable CB and the CB Community School, among others.	GCEA
Seek SolSmart Designation and reduce barriers to solar (if existing) in current building and zoning codes.	Spring 2020	The Town has already waived permit fees for solar installation and is currently updating its design guidelines to encourage solar. The Town will determine additional ways to reduce barriers and increase efficiencies for permitting solar.	Town of Crested Butte
Advertise available tax credits to installing rooftop solar.	Fall 2020	Marketing and outreach support from Sustainable CB.	Town of Crested Butte

Renewable Energy Ordinance Framework

It is important the Town provide clear zoning regulations that allow solar energy installations on residential and commercial rooftops by right. Delaware Valley Regional Planning Commission created the Renewable Energy Ordinance Framework: Solar PVA, a resource for municipalities as they develop and update zoning ordinances to govern the siting of small-scale solar PV energy systems in their community. The Town can use this guide to identify ways to regulate solar PV in its zoning codes and other regulations and ordinances in a way that aligns with Crested Butte's local land use and community goals.

For more information, visit

https://www.dvrpc.org/EnergyClimate/ModelOrdinance/Solar/pdf/2016_DVRPC_Solar_REOF_Reformatted_Final.pdf

RENEWABLE ENERGY



Construct a local, utility-scale solar array.

Activity	Target Date	Resources	Lead Organization
Identify a suitable site for a solar array (6 acre minimum).	Winter/Spring 2020	Support from Town of Crested Butte; The Town plans to enter into a Memorandum of Understanding (MOU) to outline its commitment to GCEA in this project	GCEA
Seek permits and competing bids for construction of the array.	Summer/Fall 2020	RFP Process	GCEA
Allocate money from the local renewable development fund if needed and available.	Fall 2020		GCEA
Commit to the purchase of renewable attributes if needed to make the project financially viable.	Fall 2020	Cost and revenue figures from GCEA	Town of Crested Butte
Select a developer.	Winter/Spring 2021	RFP Process	GCEA
Complete permitting and construction.	Summer/Fall 2022		Selected Developer
Subscribe to additional renewable attributes as needed to meet GHG reduction goals.	Winter 2023	Cost and revenue figures from GCEA	Town of Crested Butte

CASE STUDY | Vancouver, Canada

Creekside Community Recreation Centre installed a 15 kW solar PV array. The rooftop solar panels mounted on boat sheds were installed in June 2017 through a joint effort between the City of Vancouver, the North Growth Foundation and Clean Energy Canada. It features 60 solar PV modules on six boat sheds and in its 30-year lifetime, the system will feed about 459,000 kWh of clean electricity back into the grid and offset a portion of the energy used at the Creekside Community Recreation Centre. By installing solar electricity systems on public buildings and in high traffic areas like Creekside, Vancouver aims to help British Columbians get a firsthand look at how solar panel technology works and demonstrate how solar power could help meet the energy needs of homes and businesses across the province.



RENEWABLE ENERGY



Support GCEA in constructing a hydropower generation plant.

Activity	Target Date	Resources	Lead Organization
Complete negotiations with the Uncompahgre Valley Water Users Association (UVWUA).	December 31, 2019	UVWUA	GCEA
Obtain a Lease of Power Privilege from the Bureau of Reclamation.	December 2020	Bureau of Reclamation	UVWUA
Seek permits and competing bids for construction of the facility at the Taylor River Dam.	Winter 2021	Expected RFP process	GCEA
Allocate money from the local renewable development fund if needed and available.	Winter 2021	Fund balance	GCEA
Commit to the purchase of renewable attributes if needed to make the project financially viable.	Winter 2021	Cost and revenue figures from GCEA	Town of Crested Butte
Select a developer.	Spring 2021	RFP	GCEA, UVWUA
Complete permitting and construction.	Summer 2021/2022		Developer
Subscribe to additional renewable attributes as needed to meet GHG reduction goal	Summer 2021/2022	Cost and revenue figures from GCEA	Town of Crested Butte

CASE STUDY | Boulder, Colorado

Since 1985, the City of Boulder hydroelectric program has turned water power into electricity, generated revenue, and provided sustainable, non-polluting electricity. The city owns and operates eight hydroelectric power plants, with one purchased and seven constructed over the last 20 years.

Significant pressure develops as water flows downhill from the city's mountain reservoirs to delivery systems in Boulder. Instead of mechanically reducing the excess pressure, the city converts it into energy by causing the flowing water to spin turbines that spin electrical generators to produce electricity. No fossil fuels are consumed and nothing is emitted in the energy conversion process.

For more information, visit: <https://bouldercolorado.gov/water/hydroelectricity>

WASTE REDUCTION



Global and statewide perspectives

Global

Global waste generation is increasing faster than any other environmental pollutant. The International Solid Waste Association estimates that when all waste management actions, including disposal, recycling, composting, and treatment, are considered, the waste sector could cut 10%-15% of GHG emissions globally. When actions to reduce waste generation are also taken into account, the sector could reduce up to 20% of the global emissions.

Food waste is a particularly critical issue. According to the United Nations Food and Agriculture Organization 1.3 billion tons of food is wasted globally each year, representing one-third of all food produced for human consumption. Project Drawdown ranks reduced food waste as the #3 largest strategy for reducing global GHG emissions.

When food waste decays in landfills, it produces methane, a GHG 28 times more potent than CO₂ at retaining heat in the atmosphere over a 100-year period and already causing 25% of current global warming. Yet when food scraps are separated and treated rather than sent to landfills, they can produce compost to grow new food and enhance the soil's carbon capture capacity to pull CO₂ from the atmosphere, and recover energy through anaerobic digestion and biogas utilization.

For other types of waste, reuse and recycle schemes will reduce the amount of waste sent to landfills or incinerators and can create jobs and economic opportunities for social entrepreneurs and vulnerable communities.

Colorado

In 2018, Colorado created a record 9.3 million tons of waste while its recycling rate was just 12%, which put Colorado far behind the national average of 35% recycling. On average, each Colorado resident throws away nearly 8 pounds of trash per day, or more than 1.45 tons per year. That's more than 8 million tons piling up in Colorado landfills every year.

According to Eco-Cycle, nearly 95% of Colorado's waste could be recycled or composted: the state could recycle 32%, including bottles, cans and paper; 37% could be composted, like grass clippings, food waste and clean wood; and 26% could be reused or recycled through specialized programs for textiles, electronics, construction materials, and other bulky materials.

In 2016, Colorado set its first-ever statewide recycling goals, aiming for 28% by 2021. Achieving 28% would more than double the state's current recycling rate and keep an additional 1.5 million tons of waste out of the landfill every year.



WASTE REDUCTION

Implementation Strategies



Photo: Lydia Stem

Install an industrial-scale composting facility and require community-wide composting.

The Town will look into the feasibility of building a large centralized composting facility or anaerobic digester to collect and process organic materials with a goal to construct a facility and require community-wide composting by 2025.

Educate the community about waste reduction and recycling.

The Town will support initiatives led by the Crested Butte/Mt. Crested Butte Chamber of Commerce and Sustainable Crested Butte to educate residents, businesses, and tourists about becoming zero-waste. Getting to zero-waste requires changing everyday human behavior.

Implement policies to reduce waste.

The Town recognizes the importance of enacting waste reduction and recycling ordinances to strive towards becoming a zero-waste community.

Support community initiatives that reduce waste.

Green Business Stamp Initiative

The Green Business Stamp Initiative is a certification program that will be designed and implemented by the Crested Butte/Mt. Crested Butte Chamber of Commerce. The certification provides consumers with proof that community businesses are taking environmental action like reducing energy use, procuring products with less waste, or selling organic products.

Zero-Waste Events

Crested Butte hosts many events throughout the year. The Town will support Sustainable Crested Butte, which can help event organizers reduce waste generated at special events. Zero-waste events reuse various elements such as banners, do not use single serve items, have proper signage for attendees, and have trained volunteers who monitor waste, compost, and recycling bins. For the first year, the Town will incentivize zero-waste events and then will implement an ordinance requiring zero-waste for all permitted special events.

WASTE REDUCTION



Install an industrial-scale composting facility and require community-wide composting.

100 mtCO₂e
reduced

\$\$\$

Crested Butte will reduce GHG emissions by 100 mtCO₂e if all Crested Buttes successfully divert organic or biodegradable waste from the landfill by 2030.

Activity	Target Date	Resources	Lead Organization
Conduct analysis of Gunnison County's waste-stream, including the Town of Crested Butte.	Spring/ Summer 2020	Analyze current landfill data from Gunnison County; engage technical expertise to conduct audit of the Town's wastestream	One Valley Leadership Council and/or Town of Crested Butte
Learn from other mountain communities about how they compost (Summit County, Chaffee County, Pitkin County).	Spring 2020	Support from Crested Butte Mountain Resort and Gunnison County	Town of Crested Butte
Explore options with Waste Management for increased waste diversion from landfills.	Spring 2020	Support from Mt. Crested Butte	Town of Crested Butte
Conduct feasibility analysis for constructing a composting facility or anaerobic digester.	Fall 2020/ Winter 2021	Regulatory requirements, land suitability and availability, cost analysis	One Valley Leadership Council and/or Town of Crested Butte and Gunnison County
Engineering, design, and construction of a facility.	2023	Engineering Firm	Town of Crested Butte
Public Outreach to transition community members to composting.	2025	Crested Butte/Mt. Crested Butte Chamber of Commerce, Sustainable CB	Contracted waste firm
Implement composting ordinance requiring residents and businesses to compost.	2026	Town Council approval	Town of Crested Butte



CASE STUDY | Montrose, Colorado

3xM Grinding and Compost, LLC aims to operate a commercial composting facility that will process material diverted from landfilling operations in five or more counties on Colorado's western slope, turning material into soil amendment for sale to both public and private entities. The business is currently working to secure necessary approvals from Montrose County and the Colorado Department of Public Health and Environment.

For more information, visit:

https://montrosecounty.granicus.com/MetaViewer.php?view_id=2&clip_id=1251&meta_id=71432

WASTE REDUCTION



Implement policies to reduce waste. | \$ |

Activity	Target Date	Resources	Lead Organization
Enact waste reduction and recycling ordinances to work toward becoming a zero-waste community.	2020-2025	Town Council approval, Waste Management support	Town of Crested Butte



Example Ordinances

San Francisco Department of the Environment, the Commission on the Environment, the Board of Supervisors, and the mayor have all helped adopt policies to promote or require zero waste practices in San Francisco. Here is a list of some of those commitments and policies:

- **Joined the C40 Zero Waste Declaration:** To date, the mayors of Paris, Milan, New York, London, and more than 23 other cities have joined San Francisco in this commitment.
- **Mandated recycling and composting and established enforcement procedures:** San Francisco passed a 2009 ordinance requiring everyone in San Francisco to separate recyclables, compostables, and landfill-bound trash.
- **Set ordinance prohibiting the sale or use of single-use food service ware** made with fluorinated chemicals and certain items made with plastic. This policy requires that food service ware accessories be provided only on request or at self-service stations, and requires reusable beverage cups at events on city property.
- **Food Service Waste Reduction Ordinance:** Prohibits the use of Styrofoam or polystyrene foam food serviceware and requires the use of food serviceware that is compostable or recyclable.
- **Resource Conservation Ordinance:** Requires city departments to prevent waste, maximize recycling, buy products with recycled content and appoint a Zero Waste Coordinator to lead these efforts.
- **Bottled Water Ordinance:** Restricts the sale or distribution on city property of drinking water in plastic bottles of 21 ounces or less, set city policy to increase the availability of drinking water in public areas, and bar the use of city funds to purchase bottled water.
- **Environmentally Preferable Purchasing Ordinance:** Requires an environmentally preferable purchasing program for commodities purchased by the city.



CASE STUDY

European Union

The European Parliament voted overwhelmingly in 2018 to ban single-use plastic items including straws, food containers, and cotton bud sticks, as a way to tackle marine litter and encourage sustainable alternatives.

The Single-Use Plastics Directive will ban products for which alternatives exist on the market, such as single-use plastic cutlery, plates, and items made of oxo-degradable plastics, by the year 2021. EU member states will also have to achieve a 90% collection target for plastic bottles by 2029. The legislation is estimated to avoid around \$25 billion-worth of environmental damages by 2030.

WASTE REDUCTION



Educate the community about waste reduction and recycling. | \$ |

Activity	Target Date	Resources	Lead Organization
Develop outreach materials that show businesses the benefits of waste reduction and recycling.	Fall 2020	Crested Butte/Mt. Crested Butte Crested Butte Chamber of Commerce	Sustainable Crested Butte
Help residences understand what can be re-used, recycled and the benefits of waste reduction and recycling.	Fall 2020		Sustainable Crested Butte
Help residents and businesses reduce their waste generation and bring awareness to residents of recycling and re-use services available to them.	Fall 2020	Building owners and managers, Crested Butte/Mt. Crested Butte Chamber of Commerce	Sustainable Crested Butte
Support the Crested Butte Community School in greater waste reduction and recycling efforts.	Fall 2020	Crested Butte Community School	Sustainable Crested Butte
Develop advertising concepts that move messaging from awareness of waste reduction and recycling programs to fostering behavioral change through action.	Winter 2021	Crested Butte/Mt. Crested Butte Crested Butte Chamber of Commerce, Tourism Association	Sustainable Crested Butte



Recycling Grants and Rebates

Colorado's Recycling Resources Economic Opportunity Program provides funding that promotes economic development through the management of materials that would otherwise be landfilled. Funds are available to support recycling, composting, anaerobic digestion, source reduction, and beneficial use/reuse. Grants and rebates are overseen by the Pollution Prevention Advisory Board and its corresponding Assistance Committee. Since its inception in 2007, the program has awarded nearly \$25 million to businesses, local governments, nonprofit organizations, and schools and universities to help develop recycling infrastructure and promote sustainable behavior change in communities across Colorado.

For more information, visit: <https://www.colorado.gov/pacific/cdphe/recycling-grants-and-rebates>

WASTE REDUCTION



Support community initiatives that reduce waste. | \$\$ |

Green Business Stamp Initiative

Activity	Target Date	Resources	Lead Organization
Distribute a survey to all businesses to assess what actions businesses have already taken, their interest in being certified as a green business, and determine additional actions businesses can take to be greener.	Winter 2020	Contact information for all businesses	Crested Butte/Mt. Crested Butte Chamber of Commerce
Determine certification levels and how to highlight the businesses that become certified.	Spring 2020	Knowledge of how other towns are implementing similar programs	Crested Butte/Mt. Crested Butte Chamber of Commerce
Create assessment forms and pilot the initiative with a few businesses.	Summer 2020		Crested Butte/Mt. Crested Butte Chamber of Commerce
Roll out the initiative to all Chamber members.	Winter 2021		Crested Butte/Mt. Crested Butte Chamber of Commerce

Zero-Waste Events

Activity	Target Date	Resources	Lead Organization
Create a zero-waste event toolkit.	Winter 2020	Grant Funding	Sustainable Crested Butte
Determine incentives to encourage events to use the toolkit and be a zero-waste event (Example: Special event permit fees and use of Elk Avenue fees removed).	Winter 2020	Support from Crested Butte/Mt. Crested Butte Chamber of Commerce and Sustainable CB	Town of Crested Butte
Enact policy requiring all special events to be zero-waste	Winter 2020	Support from Crested Butte/Mt. Crested Butte Chamber of Commerce and Sustainable CB	Town of Crested Butte

TRANSPORTATION



Global and statewide perspectives

Global

Transportation is the sector where GHG emissions are rising the fastest. One-third of GHG emissions come from transport, and traffic is the biggest source of air pollution, globally responsible for up to one-quarter of particulate matter in the air. As emissions from private motor vehicle use rise, encouraging greater use of public transport, walking, and cycling, as well as reducing vehicle emissions intensity are some of the most effective actions that communities can take to cut emissions.

Cities and towns can make targeted enhancements to transit, such as introducing bus rapid transit on main arteries, and improving transit service quality, including reduced crowding, increased service frequency, renovating major stations for improved security or adding stations to increase access for underserved areas.

An ideal transit system extends beyond its stations, vehicles, and corridors and is fully integrated within the larger network, from airports and intercity rail, to public bikes and neighborhood walkways. In fast-growing cities, where multiple systems are planned and implemented at the same time, these systems will need to be coordinated to reduce redundancies and maximize the synergies between modes.

Colorado

In Colorado, the transportation sector is projected to account for approximately 33% of CO₂ emissions by 2020.

Colorado is home to approximately 5 million people and 3 million jobs. By 2040, the population is expected to increase by 47% to nearly 7.8 million, with the number of people age 65 and older representing approximately 1.4 million or 18% of the total. Because of these projections, Colorado is facing growing demand for mobility services throughout the state. Some notable mitigation strategies include:

- **Colorado Revised Statute 42-14-101**, more commonly known as the puffer law, which allows law enforcement officers across the state to immediately ticket individuals who have left a vehicle running unattended for any period of time.

- The **RTD FasTracks Program** is a multibillion dollar comprehensive transit expansion plan to build 122 miles of new commuter rail and light rail, 18 miles of bus rapid transit, 57 new transit stations, 21,000 new parking spaces at light rail and bus stations, and bus service for convenient bus/rail connections across the eight county district. FasTracks is RTD's 2004 voter-approved plan to expand transit across the Denver metro region.
- **Bustang, CDOT's interregional bus service**, offers Monday through Friday express transit services to the communities of Fort Collins, Loveland, Denver, Lakewood, Monument, Colorado Springs, Frisco, Vail, Eagle, and Glenwood Springs. Bustang connects major populations, employment centers, and local transit entities while offering commuters more travel choices, alleviating congestion and consequently reducing emissions that contribute to GHG. Bustang currently connects Gunnison County to the Front Range.
- In 2019, the Colorado Air Quality Control Commission voted to adopt an **alternate Zero Emissions Vehicle (ZEV) Rule**. This rule mandates that as of January 2, 2022, automakers must make an increasing minimum percentage of ZEVs available for sale as part of their light-duty fleet.
- In support of the executive order of supporting Colorado's Clean Energy Transition, the State of Colorado released the **Colorado Electric Vehicle Plan** in 2018, which aims to build out key charging corridors to facilitate economic development and boost tourism across the state while reducing harmful air pollution. The overall goal identified in the plan is to have 940,000 electric vehicles on the road in Colorado by 2030.



Photo: Lydia Stern

Source: <https://www.c40.org/networks/mass-transit>

Source: <https://www.codot.gov/programs/environmental/Sustainability/colorado-climate-plan-2015>

TRANSPORTATION

Implementation Strategies



Photo: Xavier Fane

Increase electric vehicle (EV) adoption through education, charging stations, and prioritized parking.

The Town of Crested Butte will work toward converting its entire fleet of vehicles to zero emissions alternatives as vehicles need to be replaced. In preparation, the Town will install additional public charging stations, install priority parking for EVs, and encourage EV use through education.

Discourage single occupancy vehicle (SOV) use through no-car zones, bike and bus infrastructure.

By 2024, the Town and regional partners will develop a regional transportation plan to define policies, goals, investments, and designs for multi-modal transit infrastructure, as well as no-car zones within Town limits.

In the meantime, there are many ways the Town plans to reduce SOV use by making bikes more available to visitors, educating visitors on how to reduce car use, adding an in-town circulator bus, determining feasibility of adding a CB South circulator bus, and continuing to measure bus ridership while maintaining and expanding existing routes.

TRANSPORTATION



Increase EV adoption through education, charging stations, and prioritized parking

1,500 mtCO₂e reduced

\$\$

If 20% of registered vehicles within the Town boundary are EVs by 2030 (using a 2017 baseline), Crested Butte will reduce GHG emissions in the Town by about 1,500 mtCO₂e.

Activity	Target Date	Resources	Lead Organization
Install additional public EV charging infrastructure as EV use grows.	Summer 2020-Ongoing	Partnership with GCEA and funding from Charge Ahead Colorado	Town of Crested Butte
Convert Town of Crested Butte fleet to EVs, leading by example, and provide resources to support conversion of Mt. Crested Butte's fleet and the School District bus fleet.	2021-2030	Grants opportunities, Energy Performance Contract with Colorado Energy Office; Volkswagen settlement for EVs	Town of Crested Butte
Install priority parking for EVs.	Winter 2022		Town of Crested Butte
Encourage EV use through education: <ul style="list-style-type: none"> Promote the GCEA loaner program and its incentive for home EV charging Create awareness of the Town's EV infrastructure Help residents learn about EV use at altitude Promote GCEA's rebates for installing home charging stations 	Winter 2022	Marketing support from GCEA and Town of Mt. Crested Butte	Town of Crested Butte
Convert Mountain Express' fleet to zero emissions alternatives.	2022-2030	Support from Towns of Crested Butte and Mt. Crested Butte; Volkswagen settlement for EVs	Mountain Express

TRANSPORTATION



Discourage SOV use through no-car zones, bike and bus infrastructure

350 mtCO₂e
reduced

\$\$

The Town and supporting organizations will implement multiple strategies, including improved transit, increased walking and biking infrastructure, varied commuter options, education and marketing, and parking management to reduce Crested Butte GHG emissions by about 350 mtCO₂e.

Activity	Target Date	Resources	Lead Organization
Require all Crested Butte lodging establishments provide bikes and bike parking for visitors.	Summer 2020	Involve the Tourism Association and provide options for inexpensive bikes and bike parking; support from Town bike stores for help with annual bike maintenance; include requirement in renewed 2021 short-term rental licenses	Town of Crested Butte
Continue to measure bus rider demographics and determine feasibility of adding new routes or additional trips, while maintaining existing routes.	Ongoing	Marketing to support survey completions (i.e., poster on the bus)	Mountain Express and RTA
Evaluate the need for additional Mountain Express operating hours during the off season and whether an in-town circulator would increase ridership.	Summer 2020		Mountain Express
Seasonally, educate visitors on how to reduce car use: <ul style="list-style-type: none"> Ask visitors to park their cars while here and ride the bus, walk, or bike Create greater awareness of Mountain Express bus schedules Advertise how to reduce car use through various channels and campaigns 	Summer 2020	Marketing support from Tourism Association and Mt. Crested Butte and Crested Butte/Mt. Crested Butte Chamber of Commerce	Crested Butte/Mt. Crested Butte Chamber of Commerce, Tourism Association, Crested Butte Mountain Resort
Develop a student project to survey students and parents to understand how many students walk, bus, bike, and drive to school, address the reasons for driving to school, and encourage students to walk, bike, or bus to school.	Summer and Fall 2020	Support from the Town of Crested Butte	Crested Butte Community School
Enforce the anti-idling ordinance through education and outreach.	Ongoing	Support and coordination from Town of Crested Butte	Sustainable Crested Butte
Implement a pilot CB South circulator, measure ridership and determine long-term feasibility.	Winter 2021	Support from Towns of Crested Butte and Mt. Crested Butte	Mountain Express
Develop a regional transportation plan to define policies, goals, investments, and designs for multi-modal transit infrastructure, including parking areas and no-car-zones.	2023	Funding and commitment from municipalities and the Colorado Department of Transportation (CDOT) to develop and implement the plan; use available grants and taxes	One Valley Leadership Council, Towns of Crested Butte and Mt. Crested Butte, Mountain Express, RTA



CASE STUDY

Aspen, Colorado Microtransit

Parking demand in Aspen's core exceeds the parking spaces available as many visitors lodge in town and opt to drive and park in downtown. This contributes to parking occupancy issues and congestion. The City was looking for first and last mile solutions to reduce the parking demand and congestion.

The City developed Aspen Downtowner, an app-based, on-demand, door-to-door microtransit system that operates in Aspen's core and nearby neighborhoods. The vehicles are electric, heated golf carts that hold seven passengers plus the driver. The service is free of charge and operates from 11 a.m. to 11 p.m. in spring, summer, and fall. It operates from 8 a.m. to 11 p.m. in winter.

The fleet consists of seven vehicles that can carry skis but are not equipped for bicycles. Dogs are allowed on the service, and children must be 5 years or older to ride on the service with adults due to legal restraints requiring car seats. The program has been in place for approximately 2 years and started as a pilot project in 2017. The City recently signed a 5-year contract with the Downtowner vendor and anticipates the service is on its way to becoming a permanent service as a result of the positive feedback from users and 47,000 one-way person trips recorded annually. Downtowner (the vendor) owns and maintains the vehicles, and hires and trains the drivers as well.

The Downtowner is paid for through Aspen's Transportation Fund, which is made up of funds from a lodging tax and a portion of the sales tax. Parking revenues generated also contribute to the City's Transportation Fund. The program cost \$540,000 for 2018-2019, which includes vehicles, drivers, and insurance.

For more information on Aspen's Downtowner program, visit:
<https://www.cityofaspen.com/270/Downtowner>

For more information about successful multimodal transportation advancements in resort communities, visit <https://coloradotransit.com/multi-modal-best-practices-study/>

Highlights

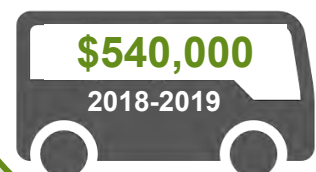
Demand exceeds parking space



Positive feedback and use may lead to permanent service

47,000
one-way trips annually

Paid through Aspen's Transportation Fund



MEASUREMENT & VERIFICATION CHECKLIST



M&V are critical steps to the implementation of any Climate Action Plan. Once steps are taken to implement emissions reduction opportunities, M&V allows for an ongoing assessment of the effectiveness of the implemented actions.

MEASUREMENT & VERIFICATION CHECKLIST



Part of developing a successful M&V protocol is identifying the metrics to determine success. When dealing with GHG emissions, identifying these metrics can be particularly challenging because GHG emissions are not directly measurable in most cases, for example, the Town will not be able to directly measure the GHG emissions released out of each individual car's tailpipe.

The metrics on the following page should be collected by the Town annually to evaluate success of the GHG emissions reduction strategies. Reviewing trends will allow the Town to evaluate success and redistribute resources as needed. All M&V metrics may not be reported in full confidence from the start, but efforts should be made in the annual cycle to update and refine estimates as better information becomes available.

Tracking these metrics is the first priority for evaluating progress on the CAP. Beyond these metrics, the Town will also complete a full GHG emissions inventory on a regular basis. Completing an inventory every 2-3 years is an appropriate time frame. At every update, the goal should be set to use internationally recognized methodologies and tools and to update statewide, or nationwide metrics to the extent possible. Using internationally recognized methodologies and tools will allow the Town to benchmark GHG emissions and the overall inventory against other municipalities with similar goals. Updating metrics to local metrics, whenever possible, will allow the Town to develop a more exact inventory to better understand the full footprint of local residents and continue to make positive reductions to GHG emissions.



Photo: Lydia Stern

MEASUREMENT & VERIFICATION CHECKLIST

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	Metric	Responsible Party
Building Energy Use	GCEA energy mix, including renewable percentage and carbon intensity	GCEA
	Total energy use for Town of Crested Butte (will need to be normalized for heating degree days and cooling degree days)	GCEA, Atmos Energy
	Percentage of buildings opting to meet above-code guidelines (commercial/residential)	Town of Crested Butte
	Number of buildings receiving a deep energy retrofit	Town of Crested Butte
	Number of buildings installing building automation technology	Town of Crested Butte
Transportation	Number of registered EVs in the Town of Crested Butte	Gunnison County DMV
	Number of EV charging stations installed and energy use at those charging stations	GCEA
	Percentage of rides completed using public transportation (will require a transportation study)	Mountain Express, RTA, and the Crested Butte Community School
	Vehicle miles traveled, personal vehicles (will require a transportation study specific to the Town or County)	Town of Crested Butte
Waste	Percentage of waste that is diverted to composting	Waste Contractor
	Percentage of Town events certified as zero waste	Town of Crested Butte
	Number of businesses that enact zero waste policies or reach highest levels of waste reduction certification	Town of Crested Butte
Renewable Energy	Megawatt-hours of Green Power purchased by Crested Butte residents	GCEA
	Total megawatt-hours of electricity produced through onsite renewable energy in the Town (municipal/commercial/residential)	GCEA
	Total megawatt-hours of renewable electricity produced locally on the grid and in GCEA and Tri-State's overall power mix.	GCEA
	Percentage of renewable energy produced in low income properties	GCEA

REVIEW OF CRESTED BUTTE EXISTING PLANS



The Town currently adheres to a series of plans with different implications for the future CAP. While none of these plans pose quantifiable limitations to this CAP and the Town of Crested Butte achieving its emission reduction goals, understanding the current strategic landscape of the region will allow for smoother implementation and greater success.

REVIEW OF CRESTED BUTTE EXISTING PLANS



At the County level, the Gunnison County Strategic Plan and Gunnison Valley Housing Needs Assessment should be considered to ensure the CAP's strategies align with the priorities and goals of the County. This alignment will make for more robust and scalable solutions and greater buy-in from Crested Butte's neighboring localities. Locally, the Transportation Plan, Affordable Housing Plan, and Waste Management documents can serve to help identify CAP strategies that produces co-benefits to the region in addition to reaching the Town's emission reduction goals. Finally, past and current Crested Butte sustainability activities must be scrutinized for their successes and challenges and built upon or updated and incorporated into the CAP as appropriate.

Gunnison County Strategic Plan

This county-wide 2018 Plan seeks to provide focused direction and mechanisms for measuring progress in County activities and goals. The strategic results laid out in the Plan align with the One Valley Prosperity Project strategy and require cooperation with other local jurisdictions, agencies and individuals.

Gunnison Valley Housing Needs Assessment

These documents reveal the current housing conditions and future housing needs in the Gunnison Valley, of which Crested Butte is a part of the North Valley region. Published in 2016, it looks ahead to 2020 and quantifies housing market conditions, accounting for job growth, economic conditions, and demographics, to estimate the number of additional units needed.

Town of Crested Butte Sustainability Projects

A snapshot of Crested Butte's online communication around past and current sustainability projects.

Town of Crested Butte 5-Year Affordable Housing Plan

The Town of Crested Butte updates its affordable housing plan every year to plan out projects and goals for the next five years. Moving forward, Town affordable housing projects will incorporate the Town's climate action goals.

Town of Crested Butte Municipal Code, Deconstruction and Recycling Plan

This code requires that all demolition of existing structures in excess of 1,000 square feet submit a deconstruction and recycle plan for approval by the Building Official. There is potential to update the Plan to account for GHG emissions as well as waste, such as those from equipment and transportation associated with demolition activities.

Town of Crested Butte Transportation Plan and Town Vehicle List

Crested Butte's preliminary 2014 Transportation Plan addresses the goals, policies, funding, and issues affecting mobility in Crested Butte. It also provides a 2035 traffic volume forecast and reports the effect of this increased traffic on mobility services. The Town Vehicle List lists the characteristics of the Town's vehicle fleet.

Refuse and Recycling Agreement and Monthly Recycling Reports

These documents outline the current waste management codes and contracts for the Town of Crested Butte. Monthly reports provide the Town's recent recycling rate and resulting GHG emissions savings.

The Navigant team organized the results of their research by GHG reduction area and described their findings to Town Staff. These findings were shared with the CAP committee and were then utilized to guide selection of GHG reduction strategies and development of the implementation plans.

REVIEW OF CRESTED BUTTE EXISTING PLANS



Building Energy Use

Document	Finding	Climate Action Plan Considerations
Town of Crested Butte Sustainability Projects (from website)	The Town upgraded select municipal buildings with new lighting, boilers, and insulation, and installed smart meters at the water and wastewater plants to gain a better understanding of facility energy use, as well as participated in programs from the Governor's Office for Energy Management and Conservation.	Determine which of the Governor's Office programs are in alignment with CAP strategy and how they can be incorporated into the Plan.
Gunnison County Strategic Plan	<p>By December 31, 2030, Gunnison County will work to reduce energy use impacts and lower greenhouse gas emissions by 20% from 2005 levels, thereby improving air quality and addressing climate change, as measured by:</p> <p>a) By 2020, EUI (energy use intensity) will be declining from 2015 levels in residential and commercial new and existing buildings with a target of 20% reduction by 2030; and</p> <p>b) By December 31, 2030, Gunnison County will provide leadership to convene stakeholders and facilitate the development of local alternative energy sources and increased efficiency in utilities resulting in declining annual emissions measured by mCO₂e/mBtu.</p>	Learning opportunities from Gunnison County regarding what they have already implemented to work towards their GHG reduction goal.
Gunnison Valley Housing Needs Assessment and Supporting Documents	Up to 330 homes in the North Valley (Crested Butte and Mt. Crested Butte) were identified as being in Fair/Poor condition. Among respondents, energy efficiency improvements such as insulation and windows are the most common needed.	Consider this housing stock as the most likely target for emissions reductions.
	Aging rental inventory was identified as a critical barrier for the Valley, with the inability of lower income homeowners to make necessary repairs and upgrades.	<p>There could be alignment between the need to update rental stock and the CAP desire to reduce energy.</p> <p>Also consider strategies to increase energy efficiency improvement projects amongst lower income homeowners by assisting in the upfront cost of projects.</p>
	Weatherization and Home Improvement Loan programs are available for households below 80% area median income. This program has been used only occasionally.	Promote this program to boost participation, since the survey data shows homes in fair and poor condition are most often in need of energy efficiency upgrades.
	Energy efficiency was indicated as being moderately desired compared to other housing amenities. A garage, storage, pets allowed, in-unit laundry, and yard space all ranked Highly Preferred.	Retrofitting existing buildings to be more energy efficient has the co-benefit of making them more attractive to tenants. However, this is not a tenant's top concern when looking for a new housing. Consider education to make it more relevant to those looking to rent or buy a home.
	Parking, minimum unit size, setback, and open space requirements limit the feasibility of high density housing.	High density housing is often more energy efficient and affordable. Could we update these requirements to align with the need for housing and emissions reductions?
	Up to 960 new units are predicted to be needed by 2020 in the combined Valley and about 45% of those are predicted to need additional support outside of the traditional market to aid development such as updated policies, funding, and collaborative strategies.	If there are green building codes homes will be more expensive; because of that, the 45% may increase, meaning more houses will require support by government incentives. However, this does provide an opportunity for housing to be built to high sustainability standards.
	Of houses in the Valley, 52% are heated by non-electric means.	About half of all homes represent potential emissions savings from switching to electric heat.

REVIEW OF CRESTED BUTTE EXISTING PLANS



Transportation

Document	Finding	Climate Action Plan Considerations
Transportation Plan and Supporting Documents	Goal: Maintaining a safe pedestrian and bike-oriented community where use of a car is optional.	Potential area of alignment between CAP stakeholder priority to reduce SOV use and Transportation Plan goals.
	Goal: Free parking that allows visitors and residents to walk, bike, or take transit to destinations around town.	New or updated parking infrastructure represents opportunity for construction of public EVSE to support greater EV penetration in the Town, and the potential to decrease SOV use if properly sited.
	Traffic analysis projects 27% total growth in volume entering Crested Butte on SR135 by 2035, increased congestion on Elk Avenue, and several intersection failures.	Growth in traffic into and within Crested Butte represents increased GHG emissions from transportation. We need to account for this increase when understanding how transportation GHG emissions will trend. They may go up despite efforts if the number of new cars on the road outpaces the savings from the CAP strategies.
	GCEA efforts include an EV loaner program and promotion and installation of charging stations.	Work with GCEA to align CAP strategies with current efforts and resources.
	Identified funding mechanisms for transportation projects are a highway use tax fund, a 1% transportation sales tax, a mill levy property tax, CDOT funding, and other grants. Voter-approved bonds can fund one-off projects.	Established funding mechanisms should be reviewed for alignment, limitations, and opportunities to support CAP transportation goals and strategies.
	Planned projects with possible CAP alignment: <ul style="list-style-type: none"> Parking structure New sidewalks Completion of Perimeter Trail Expand bus service: CB South service, late night service to Gunnison, continue to Gothic, special event service, regional bus to connect to Denver New bike lanes 	Revisit Transportation Plan to be in alignment with Town Climate Action goals.
	Planned policies with possible CAP alignment: <ul style="list-style-type: none"> Update development codes Evaluation parking fee Update codes for bike parking 	New or updated policies present opportunity to incorporate language to further CAP goals. What planned policies are in the works, or what should we suggest as part of the CAP?
	The current Town vehicle fleet consists of gasoline vehicles (45%), diesel vehicles (45%), and EVs (10%).	The current fleet represents opportunity for greater electrification and Town operations' GHG reduction. The LCA of replacing a new ICE vehicle with an EV needs to be weighed.
	Vehicles with readily available EV replacements: ~50% Filtered for older vehicles (>5 years): ~28%	Only half of the Town's vehicles represent makes and models that are easily replaceable with current EV vehicles. Under one-third of the Town's vehicles are older than 5 years. These age and replacement availability considerations will limit the potential for fleet electrification as a component of the CAP.

REVIEW OF CRESTED BUTTE EXISTING PLANS



Transportation

Document	Finding	Climate Action Plan Considerations
Gunnison Valley Housing Needs Assessment and Supporting Documents	About 63% of residents drive their own car to work as their primary means of transportation. Another 27% bike/walk. Only 10% of employees either carpool/vanpool or take a bus as their primary means of travel.	This finding represents opportunity to reduce emissions through more effective non-SOV transportation infrastructure. Inter-valley transportation solutions must be considered as 79% of mid-valley residents commute to the north valley (Crested Butte) for work.
Town of Crested Butte Sustainability Projects (from website)	Two charging stations and three EVs for staff use. All vehicle purchases must be evaluated for fuel efficiency.	There is an opportunity to build on the successes of these actions and learn how they can be improved for future strategies.
Gunnison County Strategic Plan	By December 31, 2020, 26 municipal fleet vehicles will have been replaced by natural gas vehicles from the 2016 baseline.	Do county vehicles contribute to Crested Butte's GHG baseline?
	By December 31, 2020, Gunnison County will have an additional funding stream for road and bridge infrastructure, construction and maintenance, so that residents and visitors can safely travel on County roads, conduct business, and pursue recreational interests.	Could the Town partner with the County on some of these projects so as to reach CAP goals?



Photo: Lydia Stern

REVIEW OF CRESTED BUTTE EXISTING PLANS



Waste

Document	Finding	Climate Action Plan Considerations
Town of Crested Butte Sustainability Projects (from website)	Operating a biosolids composting program to decrease the number of loads that must go to landfill, installation of seven solar trash compactors to reduce trash pickups.	Assess the GHG emissions reductions associated with these activities and determine how they can support CAP strategies.
Waste Management and Supporting Documents	GHG savings of 28.6 tons of emissions and 27,989 kWh of electricity as a result of April 2019 recycling activities and 37.5 tons of emissions and 36,191 kWh of electricity as a result of May 2019 recycling activities.	Assess current recycling rate to determine potential for greater GHG savings from increased recycling.
Waste Management and Supporting Documents	The recycling goal (30%) was not met for the majority of months in 2019.	Opportunity to increase GHG savings by understanding barriers to reaching the 30% goal. Additionally, review the 30% goal to assess viability of a higher diversion rate and associated GHG savings.
Waste Management and Supporting Documents	Non-recyclables and Excluded Materials listed in the Crested Butte Refuse and Recycling Collection and Disposal Agreement	The effect of recycling activities is limited by the materials included in the contract as recyclable. Assessing this list to determine if additional materials can be categorized as recyclable offers potential for increased GHG reductions.
Waste Management and Supporting Documents	"WMI shall collect, process, and dispose of, at least once each calendar week, all trash, rubbish..."	The ability to reduce waste-related emissions is limited by the current pickup requirements. Assess the need for weekly pickups and viability for a biweekly pickup schedule to reduce emissions resulting from trash collection vehicles.
Waste Management and Supporting Documents	"WMI agrees in principal to assist the Town with developing a future Town-Wide Green Waste Program."	Calculate the potential GHG reduction from such a Green Waste Program and consider for inclusion in CAP.
Waste Management and Supporting Documents	"At least 60 days prior to the expiration of each Term or Renewal Term, the Town may renegotiate the list of recyclables to include any additional materials desired by the Town."	A broadened definition of recyclable material has the potential to create a higher waste diversion rate and for greater GHG savings. However, this solution will be bound to the timeline (60 days before end of contract) that is laid out.

REVIEW OF CRESTED BUTTE EXISTING PLANS



Renewable Energy

Document	Finding	Climate Action Plan Considerations
Gunnison County Strategic Plan	By December 31, 2021, Gunnison County will support the development and implementation of a coal mine methane capture, mitigation, and/or utilization strategy to decrease the GHG impacts of coal mine methane being emitted from the North Fork valley by 85%.	Represents potential for local baseload electricity generation from coal mine methane capture activities or local REC generation.
Gunnison County Strategic Plan	By December 31, 2030, Gunnison County will provide leadership to convene stakeholders and facilitate the development of local alternative energy sources and increased efficiency in utilities resulting in declining annual emissions measured by mCO ₂ e/mBtu.	Gunnison County could develop a regional CAP based on Crested Butte's to make it a more holistic plan - in terms of renewable energy this may be important.
Gunnison Valley Housing Needs Assessment and Supporting Documents	About 43% of employers in the valley add to their employment in the summer and 21% add to their employment in the winter.	When procuring or building renewable energy the effect of seasonality on peak demand must be factored in. Another consideration is that offsetting via RECs could provide a flexible way to make up for additional energy use that is not supplied by renewables during peak seasons.
Town of Crested Butte Sustainability Projects (from website)	<p>On December 17, 2018, the Town Council adopted a new solar policy to help streamline the process for building owners pursuing solar for their building. The Town also:</p> <ul style="list-style-type: none"> • Installed solar arrays on the Clarifier building with potential for more panels • Planned solar array for new transit facility • Ordinance requiring mitigation of outdoor heated areas with fee or solar • Facilitated design guideline amendments <p>Took part in the Sunshot program, and received technical assistance, resources, customized best practices, etc.; access to training and meetings; and potentially even a stipend to cover staff time.</p>	Use these initiatives as an opportunity to build on the successes of these actions and learn how they can be improved for future strategies. If still available, leverage the resources from the Sunshot program when developing solar strategies for the CAP.

REVIEW OF BEST PRACTICES IN NEIGHBORING TOWNS



The following towns represent peers similar in size, economy, and climate to the Town of Crested Butte. They also have publicly stated GHG emission reduction goals with sufficient supporting detail to extract insights and best practices relevant to the Crested Butte CAP.



For comparison, the statistics for Crested Butte are as follows:

Population: 1,681 (2017)

Households: 725 (2010)

Total Housing Units: 1,098

Vail (Municipal 2006 GHG Emissions: 11,862.9 mt CO2e)	
Population: 5,425 (2017)	Households: 2,604 (2010)
	Total Housing Units: 7,210
GHG Mitigation Goal Reduce municipal and community energy use by 20% from 2006 levels by 2020 (no GHG specific goal found)	
Renewable Energy Goals <ul style="list-style-type: none">Utility relationship: Cooperative, Holy Cross Energy.Holy Cross Seventy70Thirty: increase renewable energy share to 70% renewable by 2030, and decrease the GHG emissions associated with the power supply by 70%.	
Building Energy Efficiency Goals <ul style="list-style-type: none">Goal: Implement a sustainable building code program that requires new construction and major renovations (municipal and community) to achieve designated resource and energy efficiency targets. Action items include:<ul style="list-style-type: none">Require all Town-funded remodel projects to exceed the IECC by at least 15% on retrofits.Require ENERGY STAR or better products when available for all new equipment.Use strategic tree planting to reduce cooling loads of buildings.Educate the public on the adopted green building program and provide information and services at the Department of Community Development.	
Clean Transportation Goals <ul style="list-style-type: none">Goal: Reduce the environmental impact of transportation by supporting efforts within the Eagle Valley to decrease total VMT by commuters and guests by 20% by 2020.Operates eight hybrid busses on its in-town routes as well as several hybrid municipal fleet vehicles.	

Aspen (Total 2017 GHG Emissions: 305,319 mt CO2e)	
Population: 7,097 (2017)	Households: 3,516 (2010)
	Total Housing Units: 6,219
GHG Mitigation Goal Reduce community emissions 30% by 2020 and 80% by 2050 below 2004 levels	
Renewable Energy Goals <ul style="list-style-type: none">Utility relationship: Purchase 30% from Aspen Electric (Municipal, 100% renewable in 2015) and 70% from Holy Cross Energy (Cooperative, 30% renewable in 2015). Natural gas is supplied by Black Hills Energy.Decarbonize Aspen's energy supply.Enable and maximize the regional production and consumption of more renewable energy.Support relevant state and federal policies through active legislative and regulatory engagement.	
Building Energy Efficiency Goals <ul style="list-style-type: none">Apply all objectives in the Toolkit to achieve an 86% reduction by 2050 in residential GHG emissions through energy efficiency measures for new and existing residential buildings.Apply all objectives in the Toolkit to achieve an 86% reduction by 2050 in commercial GHG emissions by promoting benchmarking and reporting, enhancing energy efficiency in new developments, bringing existing buildings up to current building codes, retrofitting government buildings as a model, and optimizing utility rates.	
Clean Transportation Goals <ul style="list-style-type: none">Apply all objectives in the Toolkit to achieve an 80% reduction by 2050 in transportation-related GHG emissions by promoting alternatives to SOVs, enhancing first and last mile connectivity to transit, supporting the adoption of alternative fuel vehicles, redesigning urban form and population density, promoting new mobility technologies, increasing the cost of driving, and supporting federal and state policies.	



For comparison, the statistics for Crested Butte are as follows:

Population: 1,681 (2017)

Households: 725 (2010)

Total Housing Units: 1,098

Dillon (Total 2017 GHG Emissions: 33,702 mt CO2e)	
Population: 1,062	Households: 455
	Total Housing Units: 1,290
GHG Mitigation Goal	
May 2019: Adopted the Summit County CAP to support a countywide emissions reduction of 50% by 2030 and 80% by 2050 from 2017 levels	
Renewable Energy Goals	
<ul style="list-style-type: none">• Utility relationship: IUO, Xcel Energy• Reduce emissions from electricity use 100% by 2035 by adopting the IECC, participating in NREL’s SolSmart program, and considering Xcel Energy’s renewable electricity programs.	
Building Energy Efficiency Goals	
<ul style="list-style-type: none">• Support reducing building emissions 21% by 2030 and 36% by 2050 countywide from residential and commercial buildings by adhering to the Summit Sustainable Building code, tracking municipal energy use, and identifying buildings from energy efficiency improvements, hosting LED bulb giveaways.	
Clean Transportation Goals	
<ul style="list-style-type: none">• Support reducing transportation emissions 25% by 2030 and 91% by 2050 countywide by developing and implementing a communitywide EV Readiness Plan and provide incentives to use public transportation.	



Photo: Lydia Stern

ACKNOWLEDGEMENTS





The following individuals and organizations have directly contributed to the development of this plan. Their commitment and thoughtful contributions of time and expertise have assisted in developing a strong and implementable approach to climate action and adaptation.

Mayor and Town Council

Jim Schmidt, *Mayor*
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Laura Mitchell, *Town Council*
Chris Haver, *Town Council*
Candice Bradley, *Town Council*
Mallika Magner, *Town Council*
Mona Merrill, *Town Council*
Paul Merck, *Town Council*

Town Staff

Shea Earley, *Public Works Director*
Dale Hoots, *Facilities Maintenance Lead*
Dara MacDonald, *Town Manager*
Mel Yemma, *Planner I*
Michael Yerman, *Community Development Director*
Rob Zillioux, *Finance Director*

Stakeholder Committee

John Cattles, *Sustainable Operations Director, Gunnison County*
Patrick Church, *Precise Painting, Community Representative*
Kent Cowherd, *Architect, Community Representative*
Janet Farmer, *Mayor, Mt. Crested Butte*
Matt Feier, *Director of Planning and Sustainability, Crested Butte Mountain Resort*
Nola Hadley, *Student, Youth Representative*
Betsy Kolodziej, *Teacher, Crested Butte Community School*
Roman Kolodziej, *Council Member, Mt. Crested Butte*
Chris Larsen, *Transit Manager, Mountain Express*
Rob Leivo, *Vice President, Marketing, Atmos Energy*
Jason MacMillan, *Delta Brick and Climate Company, Western MEM Candidate, Community Representative*
Mike McBride, *Chief Executive Officer, Gunnison County Electric Association*
Ashley UpChurch, *Executive Director, Crested Butte/ Mt. Crested Butte Chamber of Commerce*
Todd Wasinger, *Teacher, Crested Butte Community School*

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Rowena Patawaran, *Account Executive and Energy Performance Contract Project Manager, Johnson Controls*
Frank Stern, *Managing Director in Charge and Quality Control, Navigant*
Danielle Vitoff, *GHG Strategy and Prioritization Lead, Navigant*

Project Team

NAVIGANT
A Guidehouse Company



Photo Credit

Lydia Stern
Xavier Fane



MEMO

3/3/25

To: Mayor and Town Council

Prepared By: Janna Hansen, PROST Director

Thru: Dara MacDonald, Town Manager

Subject: PROST Plan Council Representative

During the January 21st Council meeting, staff requested Council participation in the PROST Plan Advisory Committee. This is an outline of expected roles and commitments.

Advisory Committee Members:

Town Staff:

- Janna Hansen – PROST Director
- Joey Carpenter – Recreation, Open Space, and Trails Supervisor
- Jack Morgan – Parks Manager
- Mel Yemma – Interim Community Development Director
- Shea Early – Public Works Director

Community Partners:

- Jake Jones – Executive Director Crested Butte Land Trust
- Nick Catmur - Gunnison County Stewardship Coordinator - National Forest Foundation
- Melissa Mason – Parent, Coach, Engaged Community Member
- Derrick Nehrenberg – Executive Director Gunnison County Met Rec District

Advisory Committee Role:

The role of the Advisory Committee is to provide leadership and direction to help guide the development of the PROST Plan. The planning process will follow the “five-step guide to making value-minded decisions” as outlined in [the Community Compass \(Chp.3 pg. 29\)](#). The committee will convene monthly for 1.5-hour meetings throughout the process. The following outlines the work that the Consultant will be doing and the associated review process and meetings of the Advisory Committee. The full scope of work can be viewed in [the RFP document](#).

Step 1. Understand the challenge and define the goal. (March – May 2025)

In this first step, the Consultant will concentrate on research, data collection, and analysis. This scope will include:

- Review of the following local, state, and regional plans:
 - Gunnison County Metropolitan Recreation District Regional Master Plan (Met Rec Plan)
 - Town of Crested Butte Community Plan (CP)
 - Town of Crested Butte Transportation Mobility Plan (TMP)
 - Town of Crested Butte 2030 Climate Action Plan (CAP)
 - Town of Crested Butte Community Compass (Compass)
 - Crested Butte South Parks Master Plan (CBS PMP)
 - Gunnison County Corridor Plan (Corridor Plan)
 - 2025-2029 Statewide Comprehensive Outdoor Recreation Plan (SCORP)
- An in-depth review of the Met Rec Plan and associated data and community survey results
- Review of the [2010 Parks and Rec Regional Master Plan](#)
- Review of the existing policies, services, and amenities offered by PROST
- Review of the [comprehensive bilingual survey](#) completed by 238 respondents seeking community input on the Compass Navigation plans
- Review of proposed residential development plans

Expected Advisory Committee Meetings:

- March (In-person) - Project kickoff meeting with Consultant
- April (hybrid) – Plans alignment meeting with community partners
- May (hybrid) - Advisory Committee meeting to finalize the challenge and goal statement

These efforts should culminate in a thorough **understanding of the challenge and a definition of the goal of the PROST Plan.**

Step 2. Commit to a community engagement strategy. (June – August 2025)

Step 2 will introduce **an extensive community outreach strategy** designed to engage a diverse audience and should include:

- Targeted stakeholder and focus group interviews to offer diverse perspectives with specific focus on identifying challenges and opportunities. Interviews should include representatives from local club sports and non-profits, the Crested Butte Community school, open space and trails partners, and PROST program participants and staff.
- Two community parties/outreach events

Expected Advisory Committee Meetings:

- June/July 2 in-person meetings to conduct stakeholder interviews, facilitate community outreach events, and coordinate events
- August (hybrid) - Advisory Committee meeting to process and review findings from outreach events

Step 3. Define success measures. (August – September 2025)

The feedback and insights gathered in Steps 1 and 2 should be synthesized to **develop measures of success**. The draft goal statement and success measures will be confirmed with the Town Council.

Expected Advisory Committee Meetings:

- September (hybrid) - Town Council presentation

Step 4. Create alternatives and filter them through the success measures. (September – October 2025)

In this step, recommended solutions should be developed and vetted with the Council, community, and Advisory Committee. A community meeting to provide input on recommendations will be included. These efforts should culminate in the **creation of alternatives that have been filtered through our success measures**.

Expected Advisory Committee Meetings:

- September/October (in-person) - Community outreach meeting
- October (hybrid) - Town Council to review revised goal statement and success measures as well as recommended solutions

Step 5. Make decisions based on informed consent. (November 2025 – February 2026)

In the final step, ongoing community outreach will further refine the recommendations into the draft plan. Additional feedback will be gathered through a comment period and stakeholder presentations. The feedback will be integrated to refine the draft recommendations into a preferred vision and implementation plan. This plan will be considered for adoption using the **informed consent decision-making model** by the Crested Butte Town Council.

Expected Advisory Committee Meetings:

- November (hybrid) – Prep for stakeholder presentations
- January (In-Person) - Stakeholder Presentation Meeting
- February (hybrid) - Town Council Meeting to present final plan and adoption

This schedule may change as the process develops, but monthly meetings can be expected throughout the process.



City of Gunnison City Council Agenda

Regular Session

Tuesday, February 11th, 2025 at 5:30pm

Council meeting is held at City Hall, 201 West Virginia Avenue, Gunnison, Colorado 2nd floor Council Chambers with Zoom remote access.

Approximate meeting time: 1 hour

The public may attend this City Council meeting in-person or via Zoom with phone or computer access. For remote access please use [Zoom Registration](#).

I. Presiding Officer Calls Regular Session to Order (silent roll call)

II. Announcements

Background: Council and/or City Staff may give announcements related to upcoming City events, projects, or acknowledgements.

Staff Contact: Council and City Staff

Public Comment: not applicable.

Action Requested of Council: No action requested; updates only.

Estimated Time: 10 minutes

III. Western Colorado University Liaison Announcements

Background: During the academic year, the Western Colorado University Liaison may give announcements related to upcoming University events and programs.

Staff Contact: Townes Bakke, Western SGA Vice President for External Affairs

Public Comment: not applicable.

Action Requested of Council: No action requested; updates only.

Estimated Time: 5 minutes

IV. Public Input

At this time, members of the public may provide comments to Council in English or Spanish on topics that are not on the agenda. Any questions will be received as comments and potentially responded to by the appropriate staff or Council member, following the meeting. Per Colorado Open Meetings Law, no Council discussion or action will take place until a later date, unless an emergency situation is deemed to exist by the City Attorney. Each speaker has a time limit of 3 minutes to facilitate efficiency in the conduct of the meeting and to allow an equal opportunity for everyone wishing to speak.

V. Proclamations, Recognitions, and Appointments

None.

VI. Consent Agenda

The consent agenda allows City Council to approve, by a single motion, second and vote, matters that have already been discussed by the entire Council or matters that are considered routine or non-controversial. The agenda items will not be separately discussed unless a councilor removes an item from the Consent Agenda.

Staff Contact: Erica Boucher, City Clerk

Public Comment: not applicable.

Action Requested of Council: Consider a motion to approve the Consent Agenda with the following items:

- A.** The purchase of a 2025 John Deere 624 P-Tier Wheel Loader for an amount not to exceed \$286,000 from 4 Rivers Equipment LLC and authorize the City Manager to sign the purchase order; and
- B.** Approve and authorize the City Manager to execute a three-year contract subject to appropriations to Insight Public Sector, Inc. for Microsoft products including Office 365 and on-premises server licensing for an amount not to exceed \$50,173.95.

Estimated Time: 5 minutes

VII. Old Business

A. Award Progressive Design-Build Contract, Gunnison Fire Station Replacement, Validation Services

Background: In accordance with the City's adopted Strategic Imperative, a contract award is being proposed to replace the existing fire station to "provide a safe, functional, and sustainable facility to serve as a critical emergency management resource." Validation services include a needs assessment, concept design, and cost estimating.

Staff Contact: Amanda Wilson, City Manager

Public Comment: limited to three minutes per speaker.

Action Requested of Council: Consider a motion to authorize the City Manager to sign a Progressive Design/Build contract for the Gunnison Fire Station Replacement project to The Neenan Company, LLLP, a Colorado-based company, in the total amount of \$119,530.00, subject to final legal approval.

Estimated Time: 5 minutes

B. Administrative Procedures for City Manager Annual Performance Evaluation

Background: Section 3.6 of the City of Gunnison Municipal Home Rule Charter provides that "The City Manager shall be appointed by the Council for an indefinite period and shall be responsible to and serve at the pleasure of the Council and shall have his compensation fixed by the Council." To this end, City Council has the responsibility for determining if the City Manager's performance is satisfactory. City Council engaged a professional human resources consultant to assist in developing a refined process for evaluating the City Manager's annual performance.

Staff Contact: Amanda Wilson, City Manager

Public Comment: not applicable.

Action Requested of Council: Consider a motion to approve the Administrative Procedures for City Manager's Annual Performance Evaluation. Pending approval, the City Council may consider an executive session to establish 2025 goals for the City Manager.

Estimated Time: 15 minutes

VIII. New Business

A. Approval of City Attorney Engagement Letter

Background: Article III of the Gunnison Municipal Home Rule Charter provides that an "Attorney shall be appointed by, act as legal advisor to, and be attorney and counsel for the Council, and shall be responsible solely to the Council."

Staff Contact: Amanda Wilson, City Manager

Public Comment: limited to three minutes per speaker.

Action Requested of Council: Consider a motion to approve the Engagement Letter with Kathleen L. Fogo, P.C. and authorize the City Manager to execute the document.

Estimated Time: 10 minutes

IX. Executive Session

A. City Manager Establishing 2025 Goals

Background: At the January 14, 2025, Regular Session in Executive Session, the City Manager presented drafted 2025 goals to City Council.

Staff Contact: Amanda Wilson, City Manager

Public Comment: not applicable.

Action Requested of Council: Consider a motion to enter into Executive Session pursuant to C.R.S. §24-6-402(4)(f)(I) for the purpose of establishing the City Manager's 2025 goals.

Estimated Time: 30 minutes

X. Regular Session Meeting Adjournment

The City Council Meeting agenda is subject to change. The City Manager and City Attorney reports may include administrative items not listed. Regular Meetings and Special Meetings are recorded. Meeting minutes are posted at City Hall and on the City website within 10 business days following the meeting at www.gunnisonco.gov. Work sessions are recorded however minutes are not produced. For further information, contact the City Clerk's office at 970-641-8140.

TO REQUEST INTERPRETATION SERVICES OR TO COMPLY WITH ADA REGULATIONS, PEOPLE WITH SPECIAL NEEDS ARE REQUESTED TO CONTACT THE CITY CLERK 48 HOURS BEFORE ALL MEETINGS AT 970.641.8140.

City of Gunnison City Council meeting video recordings can be viewed at [City of Gunnison Colorado - YouTube City of Gunnison](https://www.youtube.com/channel/UCv3v3v3v3v3v3v3v3v3v3v3)

City Council official audio recordings and publicly noticed meetings minutes can be viewed at www.gunnisonco.gov

GUNNISON COUNTY LOCAL LIQUOR LICENSING AUTHORITY MEETING:

8:30 am

- Call to Order
- Alcohol Beverage License #03-04246; Crested Butte LLC dba Paradise Restaurant; 2/4/2025 to 2/4/2026
- Adjourn

GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS REGULAR MEETING:

8:32 am

- Call to Order; Agenda Review
- Minutes Approval
 1. January 21, 2025 Regular Meeting
- Scheduling
- Consent Agenda: These items will not be discussed unless requested by a Commissioner or citizen. Items removed from consent agenda for discussion may be rescheduled later in this meeting, or at a future meeting.
 1. First Amendment to Professional Services Agreement; CBS Accounting LLC; 10/2024 to 12/2024; \$3,500
 2. Acknowledgement of County Manager's Signature; Engagement Letter for Arbitrage Compliance Services; Arbitrage Compliance Specialists; Finance; 1/30/2020 to 1/30/2025; \$3,180
 3. Memorandum of Understanding Amendment #2; Colorado Child Care Assistance Program; Colorado Department of Early Childhood; Health and Human Services; 1/1/2025 to 6/30/2026
 4. Grant Agreement Amendment #1; CTGG1 QAAA 2025-2669; Health and Human Services; 10/1/2024 to 9/30/2025: \$75,000
 5. Contract Agreement; AIP Project No. 3-08-0030-065-2024; Gunnison – Crested Butte Regional Airport; \$2,284,960; Local 2.5%
 6. Policy Statement; Disadvantaged Business Enterprise Program; Gunnison-Crested Butte Regional Airport
 7. Request for Applications; Colorado Family Planning; RFA # 33803782; Health and Human Services; \$168,239.97
 8. Community of Practice Facilitator Scope of Work Agreement; Cannabis Prevention Education Project Spring 2025; Juvenile Services; 2/1/2025 to 5/12/2025
 9. Professional Services Agreement; Walter Sorrentino; CBOE Hearing Officer; 10/1/2025 to 10/31/2026
 10. Simple Gift Application; Rocky Mountain Health Foundation; Health and Human Services; \$10,000
 11. Small Dollar Grant Agreement; 23BRIC25-GUNN; Emergency Services; 10/24/2024 to 6/30/2026; \$95,137 with \$23,784.50 Local Match

8:35 am

- County Manager's Reports

8:40 am

- Alternate Appeal Schedule Request 2025; Gunnison County Assessor's Office

8:45 am

- Lot Cluster; LUC-24-00055; Susan and Patrick Wallace

8:50 am

- Minor Impact Subdivision; LUC-24-00035; Kevin Graham; A Resolution Approving LUC-24-00035, A Land Use Change Permit Application for a Minor Impact Land Use Change for a Two Lot Subdivision at a Parcel Commonly Described as 225 Columbine Rd. Gunnison, and Legally Described as T49N, R1W, N.M.P.M. Section 14: A Tract of Land Located in the NW¼ SE¼ of Said Section, More Particularly Described in the Personal Representative's Deed at Reception No. 696278, County of Gunnison, State of Colorado

9:00 am

- Expansion of Commercial Use, Major Impact, Sketch Plan Review; LUC-24-00021; Harmels on the Taylor; A Resolution Approving LUC-24-00021, a Land Use Change Permit Application for Sketch Plan Review of a Major Impact Land Use Change for an Expansion of Commercial Use at Harmels on the Taylor on the Parcel of Land Commonly Known as Parcel No. 3433-000-00-026, 6748 County Road 742, Taylor River Canyon, Almont, Colorado; Legally Described as 146.07 Acres in Sections 21, 27 & 28, Township 15S, Range 84W and More Specifically Described Within the Warranty Deed Recorded at Reception No. 678328, County of Gunnison, Colorado

9:20 am

- **Unscheduled Public Comment:** Limit to 5 minutes per item. No formal action can be taken at this meeting.
- **Commissioner Items:** Commissioners will discuss among themselves activities that they have recently participated in that they believe other Commissioners and/or members of the public may be interested in hearing about.
- Executive session pursuant to C.R.S. § 24-6-402(4), personnel matter(s). Gunnison County Attorney Performance Review.
- Adjourn

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

ZOOM MEETING DETAILS:

Join Zoom Meeting: <https://gunnisoncounty-org.zoom.us/j/89798905619>

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8:30 am

- Cemetery District Board Interview (1 Regular vacancy for remainder of term ending 2/1/2028)
1. Allen Moores

8:45 am

- Historic Preservation Commission Interview (1 Regular vacancy for 3-year term)
1. Krister Kooiman

9:00 am

- Tourism and Prosperity Partnership Board Interview (1 Regular vacancy for remainder of term ending 2/1/2026)
1. Lindsay Beltchenko

9:15 am

- Tourism and Prosperity Partnership Board Interview (1 Regular vacancy for remainder of term ending 2/1/2026)
1. Caressa Holland

9:30 am

- Gunnison Valley Regional Housing Authority Board Interview (1 At-Large vacancy for remainder of term ending 2/1/2026)
1. Michelle Phelps

9:45 am

- Gunnison Basin Sage-grouse Strategic Committee Interview (2 Development At-Large vacancies, Regular and Alternate, and 1 Research & Education At-Large Regular vacancy for 2-year terms)
1. Sarah Elzay

10:00 am

- Gunnison Basin Sage-grouse Strategic Committee Interview (2 Development At-Large vacancies, Regular and Alternate, and 1 Research & Education At-Large Regular vacancy for 2-year terms) & Gunnison Valley Land Preservation Board Interview (1 Alternate vacancy for a 2-year term)
1. Julie Donohue

10:20 am

- Break

10:30 am

- Quarterly Sheriff Update

11:00 am

- Upper Gunnison River Water Conservancy District Update

11:20 am

- Colorado River Water Conservation District Update

11:30 am

- Colorado River Water Conservation District Board Update

11:40 am

- HB 1177 Roundtable Update

11:45 am

- Break for lunch

1:15 pm

- All Terrain Vehicle (ATV), Off-Highway Vehicle (OHV) and Utility Task Vehicle (UTV) Use on a Certain Portion of County Road #3 Discussion

2:00 pm

- Gunnison County Comprehensive Safety Action Plan Discussion
- Adjourn

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

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+13462487799,,82753657556#,,,,*471302# US (Houston)

GUNNISON COUNTY LOCAL LIQUOR LICENSING AUTHORITY MEETING:

8:30 am

- Call to Order
- Special Event Liquor Permit 1-2025; KBUT Radio Station; 3/13/2025 to 3/14/2025 from 3:00 pm to 11:30 pm
- Adjourn

GUNNISON COUNTY BOARD OF COUNTY COMMISSIONERS REGULAR MEETING:

8:32 am

- Call to Order; Agenda Review
- Minutes Approval
 1. February 4, 2025 Regular Meeting
- Scheduling
- Consent Agenda: These items will not be discussed unless requested by a Commissioner or citizen. Items removed from consent agenda for discussion may be rescheduled later in this meeting, or at a future meeting.
 1. Acknowledgement; Amendment #1; Small Dollar Grant Award; EIAF A-0284; Community Development; 1/31/2025 to 1/31/2026
 2. Airport Layout Plan Update; Gunnison-Crested Butte Regional Airport
 3. Gunnison Co Signature Sheet; Colorado Department of Transportation; 2025 Mileage Reporting
 4. Acknowledgment of County Manager's Signature; Professional Services Agreement; ValueWest, Inc.; Assessors; 2/6/2025 to 12/31/2026; \$118,800
 5. Development Improvements Agreement for Larkspur Community Amenities; Terraplen Holdings LLC; Land Use Change Permit No. 24 -00020; Attorney; 12/1/2026
 6. Grant Application; FY2026 Veterans Assistance Grant; Health and Human Services; \$32,000
 7. Public Service Grant Agreement; City of Gunnison; Juvenile Services; 1/1/2025 to 12/31/2025; \$8,000
 8. Grant Award Letter and Resolution; CDAG# 25-GUC-01; Gunnison-Crested Butte Regional Airport; 6/30/2028; \$1,000,000
 9. Grant Application; Strategic Prevention Framework-Partnerships for Success for Communities, Local Governments, Universities, Colleges, and Tribes/Tribal Organizations; Juvenile Services; 2025-2028; \$374,110
 10. County Aid Agreement; Gunnison Conservation District; 1/1/2025 to 12/31/2025; \$8,000
 11. County Aid Agreement; Gunnison Country Food Pantry; 1/1/2025 to 12/31/2025; \$12,000
 12. County Aid Agreement; Gunnison Valley Animal Welfare League; 1/1/2025 to 12/31/2025; \$11,500
 13. County Aid Agreement; Gunnison Valley Health Foundation; 1/1/2025 to 12/31/2025; \$11,500
 14. County Aid Agreement; Project Hope of Gunnison Valley; 1/1/2025 to 12/31/2025; \$10,500
 15. County Aid Agreement; Safe Ride of Gunnison, Inc.; 1/1/2025 to 12/31/2025; \$3,000
 16. County Aid Agreement; Six Points Evaluation and Training, Inc.; 1/1/2025 to 12/31/2025; \$12,000
 17. Acknowledgement of County Manager's Signature; Grant Application; 2025 Water Education Grants; 3/1/2025 to 7/1/2025; \$1,500
 18. Acknowledgement of County Manager's Signature; Property Management Agreement; Gunnison Valley Regional Housing Authority; 2/12/2025 to 2/12/2026
 19. Agreement for Transfer of Entitlements; Telluride Regional Airport; Gunnison-Crested Butte Regional Airport; 2025; \$1,300,000
 20. Grant Application; Gary Community Ventures Grant; Health and Human Services; 6/1/2025 to 5/31/2027; \$100,000

21. Agreement for Cooperative Wildfire Protection; Adam Murdie; Sheriff's Office; 5 Years

8:35 am

- A Resolution Updating Gunnison County Financial, Procurement, Travel, and Grant Policies

8:40 am

- Gunnison County Board and Commissions Appointments:
 1. Cemetery District Board
 - Regular Appointment; Fill One Vacancy for Remainder of Term Ending 2/1/2028
 - Applicant: Allen Moores
 2. Historic Preservation Commission
 - Regular Appointment; Fill One Vacancy for a Three-Year Term
 - Applicant: Krister Kooiman
 3. Tourism and Prosperity Partnership Board
 - Regular Appointment; Fill One Vacancy for Remainder of Term Ending 2/1/2026
 - Applicants: Lindsay Beltchenko, Caressa Holland
 4. Gunnison Valley Regional Housing Authority Board
 - At-Large Appointment; Fill One Vacancy for Remainder of Term Ending 1/31/2026
 - Applicants: Michelle Phelps
 5. Gunnison Basin Sage-grouse Strategic Committee
 - At-Large Appointment; Development Regular and Alternate; Fill Two Vacancies for Two-Year Terms
 - At-Large Appointment; Research and Education Regular; Fill One Vacancy for Remainder of Term Ending 2/1/2026
 - Applicants: Sarah Elzay, Julie Donohue
 6. Gunnison Valley Land Preservation Board
 - Alternate Appointment; Fill One Vacancy for a Two-Year Term
 - Applicant: Julie Donohue

8:50 am

- Vouchers and Transfers
- Treasurer's Report
- **Unscheduled Public Comment:** Limit to 5 minutes per item. No formal action can be taken at this meeting.
- **Commissioner Items:** Commissioners will discuss among themselves activities that they have recently participated in that they believe other Commissioners and/or members of the public may be interested in hearing about.
- Adjourn

GUNNISON/HINSDALE BOARD OF HUMAN SERVICES REGULAR MEETING:

9:15 am

- (See separate agenda)

Please Note: Packet materials for the above discussions will be available on the Gunnison County website at <http://www.gunnisoncounty.org/meetings> prior to the meeting.

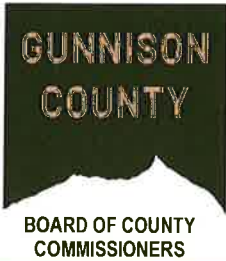
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Gunnison County Board of County Commissioners

Phone: (970) 641-0248 | Fax: (970) 641-3061

Email: bocc@gunnisoncounty.org

Website: www.GunnisonCounty.org

January 21, 2025

Postmaster General Louis DeJoy
USPS – Headquarters
475 L'Enfant Plaza SW
Washington DC 20260-0010

RE: Crested Butte Postal Facilities

Dear Mr. DeJoy,

The Gunnison County Board of County Commissioners is deeply concerned about the lack of proactive planning being done by the US Postal Service to continue a physical presence in the Town of Crested Butte, Colorado after their current facility lease expires in February 2026.

The US Postal Service does not provide delivery service to businesses and residences within the Towns of Crested Butte and Mt. Crested Butte, as well as the surrounding areas, which makes it critical that a facility be available to meet the public demand for these essential services. The current facility in Crested Butte serves approximately 4,000 households, and the closest facility outside of Crested Butte is both small and nearly 30 miles away. It is doubtful that this other facility would be able to absorb the services currently provided by the Crested Butte facility, and it would be unrealistic to ask residents and businesses to travel 60 miles (roundtrip) daily, especially during any inclement weather often seen in our mountain valley, in order to send and receive postal mail.

If planning is underway and progress has been made, please immediately respond to share the details so that we can help to assuage the growing fears and frustration within our communities.

Best Regards,


Laura Puckett Daniels, Chairperson


Jonathan Houck, Commissioner


Liz Smith, Commissioner

cc: Town of Crested Butte
Town of Mt. Crested Butte
Senator Michael Bennet
Senator John Hickenlooper
Representative Jeff Hurd
Douglas S. Smith

From: [Abby Whitaker Curtiss](#)
To: [Town Council](#)
Date: Friday, January 24, 2025 1:49:09 PM

Hey Everyone. I've been in contact with Ian but I'd like to take the time to reiterate some points about the unfortunate occurrence at the lottery on Tuesday.

What seems to have occurred during the two bedroom drawings is this: people's names were called, and they were told they had housing. They even wrote their names next to the units they wanted. Scotia Cox, who had her baby daughter with her, was told she could leave the meeting early by staff since she had her baby daughter with her. After she left, someone realized they had forgotten to include a name in the drawing. A redraw was conducted, and Scotia's husband only found out in the middle of his shift that their housing had been taken away.

First and foremost, I believe it's critical that no leases or agreements be signed until this situation is thoroughly investigated. Based on the town's stated policies and procedures, it is clear and straightforward that these policies were not followed. The policies explicitly state, "The names of applicant households shall be printed out and verified prior to the lottery to ensure that no applicants have been excluded." This verification step is meant to ensure fairness and accuracy before the drawing begins. However, it was either skipped or mishandled, as evidenced by the omission of an applicant's name. The policies also state that redraws are only permitted if a valid objection is filed by a participant. No such objection was filed, yet a redraw was conducted. Policies and procedures exist precisely to avoid situations like this. When they are ignored or improperly followed, it creates chaos and inequity for everyone involved. **These missteps mean that every participant—whether they were selected in the first drawing, the second, or not at all—was denied their right to a fair and transparent process.**

Unfortunately, it's going to be important to acknowledge that the second drawing, though it produced different winners, is no more valid than the first if you cannot provide the first winners their housing they were promised. Both violated the rules, and as a result, neither can reasonably be considered legitimate. Objectively speaking, the only fair solution at this point is to conduct a third drawing. While this will understandably be unfortunate for those who won in the second round, the lack of validity in both prior drawings leaves no other path forward that ensures fairness to all applicants. This third drawing must be fully monitored, with a vetted process in place that includes providing every applicant a confirmation number to verify their inclusion. Anything less would continue to erode trust in this process.

Also, Pulling names from a trash can, particularly for something as significant as affordable housing, sends the wrong message about the seriousness of this process. This approach lacks professionalism and transparency, and there are modern automated systems readily available that could ensure accuracy, prevent human error, and eliminate any perception of bias or conflict of interest. Affordable housing lotteries deserve the same level of care and respect as I assume occur for neighborhoods like Prospect or Skyland.

The impact of these procedural failures on families like Scotia Cox's cannot be overstated. To tell someone they have housing and then revoke it without due process is both unacceptable and inhumane. Whether intentional or not, the result is the same. I think it's a profound betrayal of trust and an emotional toll that could have been avoided by simply following the

established rules.

I know Erin is in a tough spot but I want to emphasize that her explanation of “human error” and “no solution” is not an acceptable response. This situation demands more than just apologies or excuses...it requires a clear, legitimate resolution. Mistakes happen. When you fail to follow the town’s publicly stated policies and procedures, you then rectify those mistakes.

I don’t personally think this is an issue that can wait until March for a town council meeting. I strongly urge the town to intervene immediately to ensure this is resolved fairly and transparently before any leases are signed.

There is absolutely not a right answer that doesn’t affect people. And that is a result of not following town’s very clearly stated policies. Since the policies and procedures were breached for both lotteries, making neither more legitimate than the other, it seems most fair that lease agreements are paused until the investigation is complete and that someone should be conducting a third draw, making sure the process is fully monitored, with all attendees receiving confirmation numbers to validate their entries. In this third draw I would adopt an automated system to handle audits, and drawings to ensure accuracy and transparency (not a trash can) and finally follow all policies exactly as written, including verifying entries before the drawing and ensuring redraws only occur if a valid objection is filed. After this situation I would also record lottery agendas and minutes to maintain accountability and provide clarity to all participants. Erin and Dara should likely produce a formal apology as well.

Abby Whitaker
Owner/Esthetician
Golden Hour Skin LLC

From: [Abby Whitaker Curtiss](#)
To: [Town Council](#)
Subject: Re:
Date: Friday, January 24, 2025 2:07:35 PM

Also, one question if anyone might be able to answer it: are the town of Crested Butte affordable housing guidelines legally binding? The term “guidelines” is loose but they have been formally adopted so I am assuming so? If so, the participants did have a constitutional right (14th amendment) to a fair lottery as it is outlined in the guidelines adopted in November.

Abby Whitaker
 Owner/Esthetician
 Golden Hour Skin LLC

On Fri, Jan 24, 2025 at 1:48 PM Abby Whitaker Curtiss <goldenhourclub@gmail.com> wrote:

Hey Everyone. I’ve been in contact with Ian but I’d like to take the time to reiterate some points about the unfortunate occurrence at the lottery on Tuesday.

What seems to have occurred during the two bedroom drawings is this: people’s names were called, and they were told they had housing. They even wrote their names next to the units they wanted. Scotia Cox, who had her baby daughter with her, was told she could leave the meeting early by staff since she had her baby daughter with her. After she left, someone realized they had forgotten to include a name in the drawing. A redraw was conducted, and Scotia’s husband only found out in the middle of his shift that their housing had been taken away.

First and foremost, I believe it’s critical that no leases or agreements be signed until this situation is thoroughly investigated. Based on the town’s stated policies and procedures, it is clear and straightforward that these policies were not followed. The policies explicitly state, “The names of applicant households shall be printed out and verified prior to the lottery to ensure that no applicants have been excluded.” This verification step is meant to ensure fairness and accuracy before the drawing begins. However, it was either skipped or mishandled, as evidenced by the omission of an applicant’s name. The policies also state that redraws are only permitted if a valid objection is filed by a participant. No such objection was filed, yet a redraw was conducted. Policies and procedures exist precisely to avoid situations like this. When they are ignored or improperly followed, it creates chaos and inequity for everyone involved. **These missteps mean that every participant—whether they were selected in the first drawing, the second, or not at all—was denied their right to a fair and transparent process.**

Unfortunately, it’s going to be important to acknowledge that the second drawing, though it produced different winners, is no more valid than the first if you cannot provide the first winners their housing they were promised. Both violated the rules, and as a result, neither can reasonably be considered legitimate. Objectively speaking, the only fair solution at this point is to conduct a third drawing. While this will understandably be unfortunate for those

who won in the second round, the lack of validity in both prior drawings leaves no other path forward that ensures fairness to all applicants. This third drawing must be fully monitored, with a vetted process in place that includes providing every applicant a confirmation number to verify their inclusion. Anything less would continue to erode trust in this process.

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The impact of these procedural failures on families like Scotia Cox's cannot be overstated. To tell someone they have housing and then revoke it without due process is both unacceptable and inhumane. Whether intentional or not, the result is the same. I think it's a profound betrayal of trust and an emotional toll that could have been avoided by simply following the established rules.

I know Erin is in a tough spot but I want to emphasize that her explanation of "human error" and "no solution" is not an acceptable response. This situation demands more than just apologies or excuses...it requires a clear, legitimate resolution. Mistakes happen. When you fail to follow the town's publicly stated policies and procedures, you then rectify those mistakes.

I don't personally think this is an issue that can wait until March for a town council meeting. I strongly urge the town to intervene immediately to ensure this is resolved fairly and transparently before any leases are signed.

There is absolutely not a right answer that doesn't affect people. And that is a result of not following town's very clearly stated policies. Since the policies and procedures were breached for both lotteries, making neither more legitimate than the other, it seems most fair that lease agreements are paused until the investigation is complete and that someone should be conducting a third draw, making sure the process is fully monitored, with all attendees receiving confirmation numbers to validate their entries. In this third draw I would adopt an automated system to handle audits, and drawings to ensure accuracy and transparency (not a trash can) and finally follow all policies exactly as written, including verifying entries before the drawing and ensuring redraws only occur if a valid objection is filed. After this situation I would also record lottery agendas and minutes to maintain accountability and provide clarity to all participants. Erin and Dara should likely produce a formal apology as well.

Abby Whitaker
Owner/Esthetician
Golden Hour Skin LLC

From: [Diana Graves](#)
To: [Town Council](#)
Subject: Trash Contract
Date: Friday, January 24, 2025 2:21:40 PM

Thank you , each of you , for serving. I am blessed to live in a Town with such responsive governance.

Re the new Trash Contract, I just read the article in this week's paper.

There is another consideration to think about: there are many older or disabled folks that find those humongous 64 gallon bins impossible to handle. Particularly in winter.

I am in my 80's. I have an OLD beat up 32 gallon trash container which I can handle, even in the winter. Waste Management doesn't have access to replacement parts for it. Or new 32 gallon bins. Neither Waste Management or I can find a replacement 32 gallon container.

So an SAYT program, really any new program that had 32 gallon containers available, would be important to me. And probably also to many of my peers. Irregardless of cost. Or other considerations.

So please when you are dealing with this issue please keep a picture in your mind of one of your favorite little old ladies pushing one of the current HUGE containers off their front porch, down the front steps, through the narrow uneven path, to the street. Really.

Thank you for your consideration.

Diana Graves
718 9th Street

Sent from my iPhone

From: [Beth Goldstone](#)
To: [Town Council](#); [Dannah Leeman Gore](#)
Subject: Fw: Tri-State info and a request
Date: Tuesday, January 28, 2025 3:03:23 PM

I wanted to keep you all updated on some things happening at the Tri-State level, that came to me through CC4CA. There is an opportunity to sign on below to a joint letter.

As we know through our CAP - tri-state's clean energy goals directly effect the projections of energy usage in our GHG inventory.

Beth Goldstone
 Town Council Member

From: Joan May <jmay@cc4ca.org>
Sent: Tuesday, January 28, 2025 9:29 AM
To: Anna McDevitt <amcdevitt@cc4ca.org>
Subject: Tri-State info and a request!

Hello elected leaders and government officials in Tri-State territory,

I sent a note to you on Friday, but the link to the TriState ERP overview webinar didn't work and I'm still having trouble creating a link to it that works! Attached you will find the slides of that webinar. If you would like to watch the full webinar, please let me know and I'll get it to you!

Meanwhile....

I'm writing to ask if you will [sign on to this letter](#), if you haven't yet, from elected officials in Tri-State's service territory, asking our power supplier to maximize clean, renewable energy in their planning. If you would share it with your colleagues that would be very much appreciated!

Also, please check out Ridgway's Mayor John Clark's [oped](#) on Tri-State that was published last week in the Grand Junction Sentinel.

CC4CA would love to support your jurisdiction in engaging on Tri-State's energy planning in 2025. Please let us know if you'd like to set up a time to chat about Tri-State and electric coops in your community.

Thanks for all you do! We're looking forward to working with you to push Tri-State to maximize its clean energy investments this year.

Sincerely,

Joan May
 Outreach Coordinator
 Colorado Communities for Climate Action

jmay@cc4ca.org

Anna McDevitt
Senior Policy Analyst
Colorado Communities for Climate Action
amcdevitt@cc4ca.org